

More Majorum

July — August 2019



This Issue:

Guild Business

Up Coming Events

Australian Built Scout
and Armoured Cars

Farquhar Hill Rifle

.297/230 Morris Cartridge

Snider Rifle a
game-changer

Members Item

Footnote in History



**UP COMING
EVENTS**

JULY

6th & 7th Melbourne
Arms show

12th Guild Meeting
13th & 14th Ballarat
Arms Show

AUGUST

24th & 25th Bendigo
Arms Show

SEPTEMBER

13th Guild AGM
15th Werribee
B24 Liberator



N.V.A.C.G. Committee 2018/19

EXECUTIVE

President/Treasurer: John McLean

Vice Pres/M/ship Sec: John Miller

Secretary: Graham Rogers

Newsletter: Brett Maag

Safety Officer: Alan Nichols

Sgt. at Arms: Simon Baxter

GENERAL COMMITTEE MEMBERS

John Harrington

Scott Jackson

Geoff Wilson

Terry Warnock

Alex McKinnon

Carl Webster



Achtung !!

From the secretaries desk



ANNUAL GENERAL MEETING & ELECTION of office bearers will now be held on Friday 13th September 2019, 8.00 pm at the SSAA Club Room 1170 Midland Hwy, Pine Lodge VIC 3631. The Committee positions are listed above, please consider what you can contribute to your guild and accept nomination for a position

Guild Membership subscriptions for the year 2019-20 are due and payable by 30/06/2019. Over 2/3 of the membership have already rejoined, for those that haven't got around to it, - Subs are \$45 full \$40 Pension and can be paid by direct deposit to NVACG Inc. Bendigo Bank BSB No. 633-000 Account No. 101586287 or post to The Secretary N.V.A.C.G., P.O. Box 985, Shepparton 3632. If you have decided not to rejoin the Guild could you please let us know so we don't keep pestering you - secretary@nvacg.org.au or 0417137232.

I will be absent from my post as Secretary of the guild for the entire month of July as I will be heading North to Alaska. John Miller will take over the position while I'm away. Thanks John John Miller - 0427 303 357

Newsletter - Brett is doing a great job of the Newsletter, but as we keep pointing out, we need content and we need it to be relevant to the club not just articles downloaded from the internet. So get out your phone and take a picture of something in your collection and email it to me - please.

Club Trips, the Internment/POW trip went well, only 7 members but 5 guests made it up to 12, we didn't have to go more than 45 km from Shepparton, but it was a full day with lots of local history.



Clockwise from bottom left

1. Decorative pond built by Italian POW's Camp 13
2. Machine gun pillbox between Japanese compound and garrison quarters. POW Camp 13
3. Monument to dead crew of German raider Kormorant built by surviving crew. POW Camp 13
4. Asian style toilet Japanese civilian Internment Camp 4

Australian built scout & Armoured cars of WW 2



Designed - 1942 **Manufacturer - Ford Australia**
No. Built - 40 **Mass - 4 tonnes**
Armour - 6mm
Armament - 1 x .50 cal & 2 X .30 cal Brownings
Engine - Ford V8 95hp
Crew 5 (Commander, Driver, 3 Gunners)



Designed - 1942 **Manufacturer - Ford Australia**
No. Built - 245 **Mass - 4.5 tonnes**
Armour - 30mm Front, 10mm rear and sides
Armament- 1 x Bren light Machinegun
Engine-Ford V8m 85hp or 95hp Speed- 90kmh
Crew 2 (Commander, Driver)

The vehicle's weight restricted its off-road mobility and the front axle could be distorted when travelling over rough terrain. A lighter version with only 10 mm of armour and an open top was proposed at the end of 1942 but not proceeded with as armoured cars could now be imported from overseas. All 245 vehicles produced were disposed of in 1945. Surviving Dingos can be seen at the Royal Australian Armoured Corps (RAAC) tank museum at Puckapunyal Victoria, at the Australian War Memorial, at the Melbourne Tank Museum in Narre Warren, and recently, at the Australian Armor and Artillery Museum in Cairns. There are also several vehicles in private ownership.



Scout Car S1 is an armoured car produced in Australia for the United States Army during the Second World War.

History; in 1942, the United States Army Air Forces (USAAF) in Australia issued a requirement for a light armoured car to be used in patrolling and airfield defense. The requirement resulted in a vehicle designated **Scout Car S1 (American)**. About 40 vehicles were produced by Ford Australia. The vehicle was based on a Ford F15 4x2 chassis (a single 4x4 vehicle was built). The open-topped armoured hull was similar to that of the M3 Scout Car. The armament consisted of one .50 inch (12.7 mm) heavy machine gun and two .30 inch machine guns on skate rails, operated by the crew of five. As of late 2017, two S1 cars are known to be preserved: one under restoration at the Australian Armour and Artillery Museum, in Cairns, and another in a private collection.

Dingo Scout Car was a light armored car built in Australia during Second World War. They were produced by the Ford motor company during 1942.

History Australia as a nation was ill-prepared for the Second World War and possessed little in the way of armoured vehicles. Being at the time unable to purchase them from their traditional supplier, the United Kingdom whose industrial output was dedicated to more immediate needs in Europe, they were forced by circumstance to develop and build them from what resources were to hand, and armoured cars and scout cars were no exception. Much creative application and innovation was spawned by the lessons learnt from the Great War. The Dingo was based on a commercial Ford 30-cwt 134.5 inch wheelbase chassis shortened to 110 inches, fitted with a Marmon-Herrington all-wheel drive kit to give the vehicle 4 wheel drives. It was powered by either an 85 hp or 95 hp Ford V8 engine. Onto this was fitted an armoured body manufactured from ABP-3 (Australian Bullet Proof plate type 3) by Victorian Railways. Serial production began in early 1942. Dingo Scout Cars halt during a parade through Sydney in December 1942. The Dingo was equipped with a Bren light machine gun and Mk19 wireless.



No. Built - 238 (Mk1 - 40, Mk2 - 198) Designed-1942
 Mass - Mk1 - 5.2 tonnes, Mk2 - 5 tonnes
 Armament- 1 Vickers and 1 Bren light Machinegun
 Engine-Ford V8 95hp Armour-16mm
 Crew 5 (Commander, Driver, 2 Gunners,
 Wireless operator)

A long narrow opening at the top of the hull earned the vehicle a nickname: "mobile slit trench". Late in 1943 Australia started to receive US-made armoured cars and the Rover was soon declared obsolete. There are two restored Rover Mk II cars on display in Australian museums, at the National Military Vehicle Museum in Edinburgh Parks and at the Royal Australian Armoured Corps Tank Museum at Puckapunyal, Victoria. A third is owned by the Australian Armour and Artillery Museum and is now on display in the Museum.

Rover Light Armoured Car was another armoured car produced in Australia during the Second World War. **History** At the outbreak of the Second World War, the United Kingdom was unable to meet the needs of the Commonwealth for armoured fighting vehicles. This led many Commonwealth countries to develop their own AFVs. A Mark 1 Light Armoured Car in 1942. The Rover was designed in 1941. It used Ford 3-ton Canadian Military Pattern truck chassis, either F60L or the shorter F60S. The armoured bodies were produced by Ruskin Motor Bodies of Melbourne. The production was stopped in 1943, a total of 238 cars were built. The Rover entered service with the Australian army in April 1942. It never saw combat and was used mostly for crew training.



No. Built - 2 Prototypes Mass-8.5 tonnes
 Armour- Body 30mm Front, 11mm rear and side and
 30mm on Turret
 Armament- 2pdr (40mm) Mk2 and Vickers Machinegun
 Engine - GMC 6 cylinder inline
 Crew 5 (Commander, Driver, Gunners, and
 Loader/Radio operator)

3) of 30 mm thickness to the front and 11 mm to the sides and rear was fitted. The vehicle was completed by a welded turret with 30 mm all-round protection similar in design to that of the Crusader tank. The armament consisted of a QF 2 pounder Mk IX gun and a coaxial .303-inch Vickers machine gun. A pilot model of an armoured personnel carrier with an open-topped hull and without a turret was also built.

Rhino Heavy Armoured Car was also an armoured car designed in Australia during the Second World War. Due to enemy action and design problems the project never got beyond a prototype stage.

History At the outbreak of the Second World War, the United Kingdom was unable to meet the needs of the Commonwealth for armored fighting vehicles. This led many Commonwealth countries to develop their own AFVs. In mid-to-late 1941 a specification for a heavy armoured car was issued to the Australian Directorate of Armoured Fighting Vehicles Production. Two prototype hulls and turrets were built and tested on the same chassis in 1942. The vehicle suffered from excessive weight and in 1943 the project was cancelled. The vehicle utilized a CMP chassis and engine produced by General Motors Canada, the rear-engined model 8446, the same chassis as used for the Canadian "Fox" armoured car.

To this a welded armoured body fabricated from Australian Bullet-proof Plate (ABP-



Type	Semi-Automatic rifle
Place of origin	United Kingdom
Service history	
Used by	Royal Flying Corps
Wars	World War I
Production history	
Designer	Moubray G. Farquhar Arthur H. Hill
Specifications	
Cartridge	.303 British
Action	Recoil (prototype) Gas
Feed system	19, 10 and 65 round drum magazines
Sights	Iron



Farquhar–Hill rifle

A British design by Moubray G. Farquhar and Arthur H. Hill, was one of the first semi-automatic rifles designed in the early 20th century.

Description

The rifle was tested in May 1908 and had many failures. Several improved designs followed, none of which completely satisfied the Small Arms Committee. The Farquhar-Hill is a long recoil operated semi-automatic rifle with rotary bolt locking. It was 0.303 in (7.7 mm) caliber and fed from a 19-round drum. Magazine variations included a 10-round truncated cone and a 65-round drum. It has a muzzle velocity of 732 m/s (2,400 ft/s) and is sighted to 1,500 yd (1,370 m). One example was tried in the United States late in the First World War using a drum magazine.

The British Army appears to have adopted and ordered the Farquhar–Hill rifle in 1918 but the termination of hostilities in Europe led to the cancellation of the order before any rifles were delivered. The rifle did see some service with British aviators, along the same lines as the Mauser M1916 and Mondragon rifles. For observers and gunners aloft, self-loading rifles were an enormous improvement over bolt-action weapons and self-loading rifles saw brief use before the practice of mounting machine guns in aircraft took hold.

The Farquhar-Hill was first patented in the UK in 1908 and in the United States in 1909. The key feature was an intermediate 'action' spring stored recoil energy. Upon discharge, the barrel recoiled while still locked with the bolt, compressing the intermediate spring on recoil. Upon return of the barrel to the forward position, the energy stored in the intermediate spring cycled the bolt back and forth, extracting and ejecting the spent case and feeding a fresh round into the now stationary barrel.

The main goal was to achieve smooth and reliable cycling, but the design was very complicated and thus badly suited for a military firearm. By 1911, Farquhar and Hill revised their rifle, changing its source of energy from barrel recoil to more convenient gas operated action. The new weapon also used an intermediate spring as a source of energy for cycling of the bolt with a stationary barrel, simplifying design and making it potentially more accurate and reliable. The design was refined and then tested by British Army on several occasions. This rifle was initially chambered for the new ".303 rimless" round, designed by necking up the 7.65x53mm Belgian Mauser case and loading it with British-issue Mk.VII bullet of .303 caliber. Later on this experimental loading was discarded in favor of the standard issue .303 British ammunition. After several trials, including troop trials at the Front, in 1918 the Farquhar–Hill rifle was found to be suitable for military use and an official request was issued for procurement of as many as 100,000 Farquhar–Hill rifles for British forces fighting on the Continent against Germany. Official nomenclature assigned to the military Farquhar–Hill rifle in August 1918 was "Rifle. .303 inch, Pattern 1918". The Great War ended before production facilities were allocated for this rifle and manufacture of Farquhar–Hill rifles was cancelled in 1919.

During the 1920s and early 1930s Farquhar redesigned this rifle into a lightweight machine-gun fed from top-mounted pan magazines. On several occasions the British Army tested this machine gun, known as the Beardmore-Farquhar but ultimately rejected it for a variety of reasons.

.297/230 Morris Short, Long, Extra Long & Lancaster Sporting

Historically these listed cartridges are all very similar. The Morris Long has a long neck, the Extra Long has a really long neck, and the Lancaster Sporting resembles the Short, but its shoulder is farther forward. These first appeared in an Eley ad in 1882. All the cartridges are target or practice rounds to be fired from a barrel insert for the British .577/.450 Martini-Henry service rifle. The idea originated with Richard Morris and was adopted by the British Army. Some models of the .303 Enfield rifle used an insert for the Morris cartridges. In addition, barrel and chamber inserts were available for the Webley & Scott .450 and .455 revolvers. European made single shot pistols and rifles are occasionally found chambered for the Morris cartridges. These cartridges were listed in 118 Eley-Kynoch catalogues as late as 1962. B.S.A. made Martini-actioned rifles for these cartridges. The .297/.230 cartridges were used for target practice and small-game shooting. Gun Powder amount is about the same as the standard .22 rim-fire. The Morris lost adherents even though the centre-fire Morris cartridges can be reloaded, because .22 rim-fire ammunition was far cheaper. They were originally black-powder loaded cartridges, but later issues of ammunition used smokeless powder. Bullets were of all lead in solid or hollow-point types.





Snider Rifle a Game-changer

The British army of the first half of the 19th century did not deal well with change. Part of this was the result of a parsimonious government that did not want to spend money, and conservative army commanders who displayed a belief that what had worked for them would continue to work for the redcoats in the line of battle.

Throughout the 1840s, the army flirted with a number of rifles utilising the Percussion lock ignition system, without ever coming up with the perfect rifle to replace the “Brown Bess”, which had in one form or another served for almost two hundred years. Indeed it was not until the death of Britain’s most revered soldier, The Duke of Wellington, Lord Arthur Wellesley in 1852, victor of Waterloo, that forward thinkers in the army were able to devise and introduce a suitable service rifle.

This new rifle, the Enfield Pattern 1853 was a .577 calibre weapon which fired a hollow based “Minie” bullet from a rifled barrel. It was accurate and durable, and rapidly became popular with the troops. It was introduced during the Crimean War of 1854-56, served through the Indian Mutiny of 1857 and was the second most numerous long arm used in the American Civil War (1861-1865).

While the Pattern '53 rifle was extremely successful, in service, with about one and a half million being built in varying lengths to suit cavalrymen, engineers and artillerymen, by the late 1850s, the army was experimenting with breech loading carbines and by the early 1860s, several European nations such as the Prussians had introduced breech loading rifles for their army. The British army again felt as though it was falling behind in the technological stakes.

To counter this, in 1864, the British Army formed a select committee to select a breech loading rifle. However, those with control of the purse strings pointed out that there was well over a million perfectly good muzzle loading rifles already existing and it would be a shame to see them go to waste.

As a result, a breech loading conversion system designed by an American, Jacob Snider was introduced. The Snider system involved the removal of the breech end of the Enfield rifle barrel, and replacing it by screwing an “action shoe”, into the gap.

The basic Snider infantry rifle (referred to as the 3 band) weighed 8 pounds 9 ounces and was 49.25 inches long, with a 36.5 inch barrel. To operate the Snider, an infantryman first pulled the large exposed hammer to half cock. He then took hold of the locking latch between thumb and forefinger of his right hand and rotated the hinged breechblock to the right. With the action open, he would then push a round into the breech and close the action, before pulling the hammer to full cock.

After firing, the shooter pulled the hammer to half cock, and swung the breechblock open. To extract the fired shell, the shooter then grasped breechblock and gave it a sharp tug to the rear. A semi-circular extractor pulled the shell back in to the open breech. When the shooter let go of the breechblock, it returned to its original position by spring tension. The shooter then rolled the entire rifle to the right so that the fired shell could drop clear of the breech. He could then reload and fire again or close the breech and ease springs on an empty chamber.

The round chosen to load in this new rifle was a boxer primed .577 calibre cartridge containing 70 grains of black powder backing a 480 grain minie bullet. This giant slug was originally made with a hollow nose then formed into a rounded point. This made the Snider bullet not only big, but very destructive when it hit flesh and bone, and was probably the origin of the legendary “dum dum” bullet.

After some initial teething troubles that involved the breech blowing open during firing, the shape of the cartridge base was changed slightly and some small improvements in breech locking, the rifle was introduced as the Snider Enfield Rifle Mk.II.





As a conversion rifle, the army recognised immediately that the Snider Enfield rifles would only be an interim solution while a more permanent solution was sought. Despite this, the Snider Enfield rifles were immediately popular with the troops. The rifle was more accurate than its muzzle loading predecessor and the breech loading action made reloading much faster. Where a soldier armed with a muzzle loading Enfield might fire 3 or 4 rounds per minute, a soldier armed with the new rifle could fire as many as 10 rounds per minute, from any position!

The Snider Enfield rifles and carbines progressed through a series of improvements, marks, and models. The most significant was the Mk.III, which introduced three major improvements. Firstly the Mk.III rifles and carbines were made from scratch as a Snider Enfield, rather than as a conversion, secondly, the Mk.III had a much more secure locking catch on the action and they featured steel barrels and actions rather than the iron of the older MKII rifles. In the years after its introduction, Snider rifles were available in various barrel lengths for cavalry and artillery issue. It was also available with brass fittings more suitable for issue to naval personnel. Smoothbore models were built for use by prison guards, the stubby cartridge loaded with buckshot rather than a big bullet.

After being introduced in 1866, the Snider rifle got its baptism of fire in 1868, when the British army invaded Abyssinia in response to provocations by the Emperor Theodore III. After feeling that he had been snubbed by the Crown, he took several European and British missionaries and traders as hostages.

The invading force was 13000 men of whom about 2,500 were British regulars armed with Snider Enfield rifles. The vast proportion of the force were Indian troops

armed with Muzzle loading Enfields, a result of the "one step behind" policy enacted by the British after the Indian mutiny, in the 1850s.

On 10 April, 1868, the lead elements of the British forces arrived at the Arogye Plateau, just short of Theodore's Stronghold of Magdala. They were confronted by an entrenched Abyssinian force numbering about 7,000 warriors armed with a variety of swords, spears and old muzzle loading firearms, as well as several artillery pieces.

The British army was still forming up to assault the enemy when at about 4.00 in the afternoon, the Abyssinian warriors left their positions and made a surprise attack. The only British troops ready to face this attack were two companies (300 men) of the 1st battalion of the 4th Kings Own Royal Regiment. Their commander Colonel Cameron ordered the Khaki clad Tommies to hold their fire until the advancing enemy were at 250 yards range.

The courageous Abyssinian warriors were hit hard by the initial volley, but continued to advance, knowing that they now had about 15 to 20 seconds to close in while the British soldiers reloaded their muzzle loading rifles. The catch was that the Tommies were armed with Snider rifles, and the reloading interval was only a few seconds, rather than 15 or 20 seconds!

After the first volley, independent fire was ordered, which allowed the men to fire at their own preferred rate. Allowing a rate of fire per man of between six and eight rounds per minute meant that the tiny British battle line was sending between 30 and 40 well aimed bullets down range every second! Two Indian infantry regiments soon came to the aid of the outnumbered Tommies and drove the decimated Abyssinians from the field.

At least 700 Abyssinian warriors were killed outright in this short encounter and almost 2000 left on the field badly wounded. The British suffered twenty wounded, of whom 2 subsequently died (very likely of the medical treatment they received).

The Snider rifle had proved itself to be a game changer.

While the Snider was never intended as a long term service rifle and was "officially" replaced as the standard infantry rifle by the Martini Henry in 1871, it quickly became popular throughout the entire British Empire, particularly in the Australian colonies and Canada, where the carbine became the standard long arm of the Royal Northwest Mounted Police, the famous "Mounties" upon its formation in the early 1870s. The many variants of the Snider rifle would remain in service in the colonies of the British Empire as a reserve weapon and in the hands of police and militias until close to the end of the 19th century.

The pleasant shooting characteristics and old world charm of the Snider rifles and carbines ensures that they remain highly popular with collectors and shooters in all the nations it was originally issued, as well as the USA. The .577 Snider round ceased commercial production in the 1930s, so the modern shooter is required to source brass from a very small selection of suppliers, but the clever shooter can form Snider brass from 24 gauge shotgun shells which are reasonably available here in Australia.

While eclipsed in history by the Martini Henry, the Snider truly was a game changer, and if you ever get the chance to do some shooting with one, make sure you do, because you will become instantly addicted, in a good way.



SELECT



SEED

GROWERS

I GROW, HARVEST, CLEAN & MIX GRAIN LOCALLY FOR:

- **Budgies**
- **Canaries**
- **Small Parrots**
- **Large Parrots**
- **Pigeons**

Phone Ian - 0417 564 492
selectseedgrower@gmail.com

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.



Here we have a Member's BSA 310 Cadet Martini Rifle. This Cadet is stamped on the right side of the Action "COMMONWEALTH OF AUSTRALIA" and is from the 6MD (6th Military District). The stamping on top of the barrel '310-12-120' was indicating .310 -in calibre, 12gns propellant charge and 120 gn projectile. The original .310 cadet was a round nose lead

bullet with a velocity at 1200 fps. But due to international convention (Hague1907), a jacketed bullet was adopted for military use. Near to 150,000 cadet rifle were order and used in Australia Cadet programs which start after federation in 1901



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.

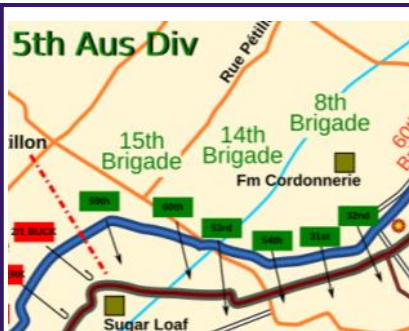
<http://www.nvacg.org.au/>

You can find past & current newsletters here

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

We are also on Facebook

[@ShepartonArmsExpo](https://www.facebook.com/ShepartonArmsExpo)



Footnote in History FROMELLES 19 July 1916, the Australian 5th div took part in an Allied attack to capture the "Sugar Loaf" Salient near Fromelles (a defended area jutting out into no-man's land), in an attempt to divert German forces from providing support for the Somme defences. After a heavy artillery bombardment, the 5th Division commenced their assault at 1800 hours with three brigades in line attached. Each brigade had two infantry battalions forward in the assault and broke into and occupied around 1000 yards of the

German forward defence trenches. However not all parts of the German defensive line were captured and the 5th div was exposed to very heavy machine gun fire from the German defensive at the Sugar Loaf. The Germans carried out counter-attacks supported by heavy machine gun and artillery fire causing additional Australian casualties, and eventually forcing the 5th div to withdraw from the German line back to their own trenches. The Australian 5th Division suffered 5533 casualties during the 24 hours of the assault. This is the greatest number of casualties suffered by the Australian Army in one day on any battlefield. As a result the 5th div was out of action for the remainder of 1916 till it was rebuilt to full combat strength.

Bendigo Arms Fair Guild Bus Trip

On Saturday 24th August 2019, bus is free to members.

Departure time is 8am Saturday morning from the Ford's bus depot in Wheeler street Shepparton for arrival at the Bendigo Arms Fair about 9.30am.

Then we will depart for lunch at the Bendigo RSL at 1pm (Please note member must pay for your own lunch).

Then leave for home after lunch about 2.30pm.

To Book: - Call the Secretary Graham on 0417 137 232 or email secretary@nvacg.org.au.

Werribee B-24 Liberator Guild Bus Trip

On Sunday 15th September 2019, bus is free to members.

Departure time is 7am Sunday morning from the Ford's bus depot in Wheeler street Shepparton for arrival at the Werribee Airfield about 11am.

Lunch TBA and departing back for home about 4pm

To Book: - Call the Secretary Graham on 0417 137 232 or email secretary@nvacg.org.au.

N.V.A.C.G. CALENDAR 2019

JULY						
Mon	TUE	Wed	Thu	Fri	Sat	Sun
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				
6th & 7th Melbourne Arms Fair 12th NVACG Meeting 13th & 14th Ballarat Arms Fair						

AUGUST						
Mon	TUE	Wed	Thu	Fri	Sat	Sun
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	
9th NVACG Meeting 24th & 25th Bendigo Arms Show						

SEPTEMBER						
Mon	TUE	Wed	Thu	Fri	Sat	Sun
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
13th NVACG AGM & Elections 15th Werribee Liberator Bus Tour						

OCTOBER						
Mon	TUE	Wed	Thu	Fri	Sat	Sun
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			
11th NVACG Meeting 12th & 13th Doorkie 19th & 20th Melbourne Arms Fair						

NOVEMBER						
Mon	TUE	Wed	Thu	Fri	Sat	Sun
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	
5th Melbourne Cup 8th NVACG Meeting 10th NVACG Xmas Rendezvous						

DECEMBER						
Mon	TUE	Wed	Thu	Fri	Sat	Sun
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
13th NVACG Meeting 25th & 26th Christmas/Boxing Day						



NVACG Meetings



NVACG Events



Other Arms Events



Public Holidays

Spencer Repeating Rifles and Carbines



To whom it may concern,

As I continue a rather protracted line of research on the subject of Spencer Repeating Rifles and Carbines which I first began around 1963, I write in the hope that any collector who has a Spencer on hand might help me along the way.

Although I maintain a broad interest in both Spencer rifles both sporting and military and carbines, my particular focus at this juncture is directed towards two particular models of Army carbine. Both types are believed to have been exported from America to Australia during the middle to late 1860s and used in the Australian Colonies; and are noted below as 1. and 2.

1. The large .52 caliber 1860 Model or Civil War Model carbine, manufactured by the Spencer Repeating Rifle Company, Boston Massachusetts.

2. The smaller .50 caliber Model 1865 carbine, manufactured by Spencer Repeating Rifle Company, Boston Massachusetts.
Whilst well aware of the fact that the Model 1865 carbines were also manufactured under contract by the Burnside Rifle, my particular interest is in terms of those made by the Spencer Company in Boston.

On that basis, I'd be most grateful to hear from anyone who might be willing to share information regarding either of these types of Spencer manufactured carbine, in particular the serial number; and in relation to the smaller carbine, any barrel markings, and additional mechanical features such as magazine cut-off, spring on the extractor etc.

With thanks in advance.

Gordon K. Byrne
Member of the Antique & Historical Arms Collectors Guild of Victoria
P.O. Box 60 Burwood, Victoria 3125
Email: colonialbyrne@hotmail.com
Mobile: 0401 174 949



About Us.....

Our Meetings

The Guild meets at the Sporting Shooters Association of Australia (SSAA) Shepparton Branch Shotgun Club Rooms.

These are located at the SSAA Shooting Range 1170 Midland Hwy, Shepparton East.

Just drive for 20 minutes or so from Shepparton along what we call Benalla Road, and there you will find the Range on the right hand side in a former quarry.

The site is well signed and is the Guilds "returning home" to what was Paul Gribben's other favourite club.

General Meetings are held here on the second Friday evening of each month

Meeting commence from 8.00 pm

Our Background

The Northern Victorian Arms Collectors Guild Inc. Had its origins in August 1967, under the guidance of the late Paul Gribben - still regarded as one of Australia's most advance firearms collectors.

His fondness for Manton shotguns (and lesser examples of gunsmith's and engravers art), was equalled only by his love of history and enthusiasm for sharing it with others.

Our Guild continues this tradition and caters for those interested in the preservation and restoration of all antique and historic arms, accessories, militaria, Australiana and other heritage items.

New Members are Most Welcome!



P.O. Box 985
Shepparton 3632

**AFFIX
STAMP
HERE**

ADDRESS LABEL

Shepparton 3632
P.O. Box 985
Inc. No. 4 000951T
Northern Victorian Arms Collectors Guild Inc
of:
Newsletter
(After the Manner of our Ancestors)
More Majorum

