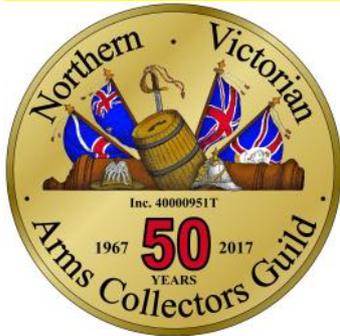


# More Majorum

November- December 2020



Column of TIGER Tanks somewhere in Russia/eastern front 1942-44



Victorian Scottish Regiment

Footnote in History

Modellers Corner by "Old Nick" the Tiger

Armadillo armoured fighting vehicle

Morris CS9/Light Armoured Car

QF 1 pounder

9mm Rim-fire Shot shell

M1941 light machine gun



Australian troopers with a captured 1 pounder in South Africa circa. 1901



Above Morris CS9 in France barn 1939 & below Johnson LMG in use

## UP COMING EVENTS

Please read "Achtung" Report for information on up and coming events. Like the AGM in December, which is also our last event for the year and what a sad year 2020 has been. Hopefully 2021 will be happier and safer one for all.



N.V.A.C.G. Committee 2019/20

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
- Carl Webster
- Peter Roberts
- Rob Keen
- Sol Sutherland



Achtung !!

From the secretaries desk



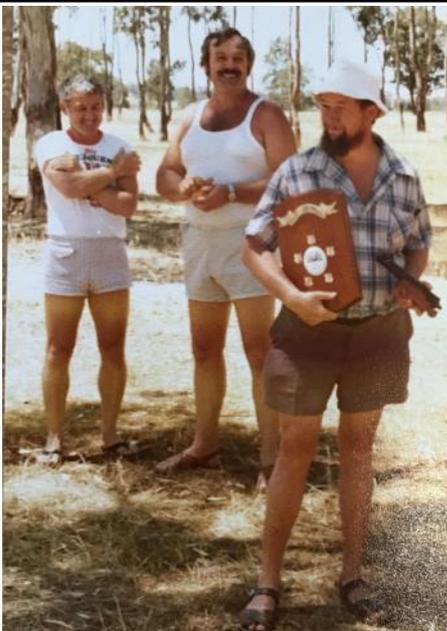
Well even though there has been no formal announcement, it appears we are getting close to the point of "COVID Normal"

Guild meetings can resume with a few minor restrictions. We will have to watch our numbers inside and wear masks or take the meeting outside under the flood lights which will be quite pleasant now that the warmer weather has started. BYO mosquito repellent

The December meeting is scheduled for Friday 11th, If we have more than 20 people attend then it will be necessary to hold the meeting outside, with a limit of up to 50 people. Everyone must carry a mask and it must be worn inside the meeting room, no masks are required outside, as long as we maintain social distancing of 1.5 Meters minimum. Everyone must sign the register and nonmembers must provide contact details.

This meeting will also be the AGM and election of office bearers and by now everyone should have received their notice including nomination form and proxy voting forms. The 2021 AGM and election will be back to the normal time of August or September so with this shorter term and no gun show to organize it will be a good opportunity for people, that have not previously been on the committee, to put their hand up for this election.

See you on 11th of December



Blast from the past

Here we have some more pic's of NVAGC members and past members who are sadly no longer with us. Left; Geoff Wilson, Stan Kemp and Nev Leaf Below ; Peter Davis and Stan Kemp



2021 SHEPPARTON Military Fair Cancellation

Sadly NVACG has to pull the pin on next year Arms fair, due to the uncertain times with COVID-19. We can not take the risk sending a heap of cash on a show, which could and would be shutdown if we have another out break. But we will be back in 2022 with a show and everyone is vaccinated.



**M1941 Johnson Light Machine Gun**, also known as the *Johnson* and the *Johnny gun*, was an American recoil-operated light machine gun designed in the late 1930s by Melvin Johnson. It shared the same operating principle and many parts with the M1941 Johnson rifle and the M1947 Johnson auto carbine.

#### Design

The M1941 light machine gun was designed by a Boston lawyer and captain in the Marine Corps Reserve named Melvin Johnson Jr. His goal was to build a semi-automatic rifle that would outperform the M1 the Army had adopted. By late 1937, he had designed, built, and successfully tested both a semi-automatic rifle and a prototype light machine gun. Each shared a significant number of physical characteristics and common parts, and both operated on the principle of short recoil with a rotating bolt. He took the parts of other guns, switching them out and creating the M1941 light machine gun.

Johnson's curved, single-column magazine attached to the left side of the receiver; company brochures list a 20-round magazine as standard. Additionally, the weapon could be loaded by stripper clip at the ejection port, or by single rounds fed into the breech. The rate of fire was adjustable, from 200 to 600 rounds per minute. Two versions were built: the M1941 with a wooden stock and a metal bipod, and the M1944 with a tubular steel butt and a wooden monopod.

The design intended the recoil forces to travel, along with the mass of the weapon's moving parts, in a direct line to the shoulder of the gunner. While this design minimized muzzle climb, the sights had to be placed higher above the bore.

The weapon has many parallels with the German FG 42. Both feed from the left side, and both fire from an open bolt while in automatic, and a closed bolt while in semi-auto. Both weapons were awkward to carry loaded, with a side-mounted magazine; the Johnson had an especially lengthy single-column magazine, and this feature tended to unbalance the weapon. Despite these similarities, there is no evidence that either weapon had any effect on the design of the other. Both weapons attempted to solve

similar problems, and adopted similar solutions.

Prototypes of semi-automatic rifles, 20-round magazine-fed, based on the Johnson LMG were also produced. The M1947 Johnson auto carbine is an example. A belt fed variant also existed.

#### Users

Johnson sold small quantities of the Johnson LMG to the U.S. Army and Marine Corps.

During the Second World War, Special Forces within the Allies demanded a more portable, lighter, more accurate automatic rifle that provided the equivalent stopping power of the American BAR. As a result, this machine gun was adapted as the BAR replacement for commandos operating behind Axis lines. The First Special Service Force, raised jointly with men from both Canada and the United States (the famous Devil's Brigade), traded the Marine Corps 125 of the new Johnson light machine guns for plastic explosives. They were used in lieu of BARs, but as they wore out and were lost in combat they were replaced by BARs.

The Johnson LMG was used by the Philippine Army and Philippine Constabulary during World War II under the Japanese Military Occupation from 1942 to 1945 and post-war from 1945 to 1960s including during the Hukbalahap Rebellion (1946-1954) and by the Philippine Expeditionary Forces to Korea or PEFTOK (1950-1955).

Shortly after the 1948 Arab-Israeli War, the predecessor of the Israel Defense Forces, Haganah, developed a close copy of the Johnson LMG, the Dror, in both .303 British and 7.92×57mm Mauser. Israeli forces found the Dror prone to jam from sand and dust ingress, and the weapon was discontinued after a brief period of service. Ernesto "Che" Guevara notably used a Johnson in the Cuban Revolution.

#### Aftermath

Melvin Johnson continued to develop small arms. In 1955, he was asked to assist Fairchild/ArmaLite in (unsuccessfully) promoting Eugene Stoner's AR-10 rifle with the U.S. Department of Defense, then with ArmaLite and Colt's Manufacturing Company as an advocate for the AR-15. ArmaLite relied heavily on Johnson's efforts and the AR-15 used a similar bolt design to the M1941 Johnson. The AR-15 is still produced today by numerous manufacturers, as is its derivative, the M16 rifle. One of Johnson's last postwar firearms ventures was a 5.7 mm-caliber version of the M1 carbine, aka 'the Spitfire'.

<b>In service</b>	1940–1961
<b>Used by</b>	See Users
<b>Wars</b>	World War II Korean War Hukbalahap Rebellion Cuban Revolution
<b>Designed</b>	1940
<b>Produced</b>	1940–1945
<b>No. built</b>	9,500
<b>Variants</b>	M1941 M1944
<b>Mass</b>	13 lb (5.9 kg)
<b>Length</b>	42 in (1,100 mm)
<b>Barrel length</b>	22 in (560 mm)
<b>Cartridge</b>	.30-06 Springfield
<b>Action</b>	Short recoil
<b>Rate of fire</b>	300–900 round/min variable
<b>Feed system</b>	20-round, single stack-column detachable box magazine

# "FOR SALE"

**COLLECTABLES,  
MEMORABILIA,  
BAYONETS, HELMETS,  
UNIFORMS,  
REFERENCE BOOKS,  
AND  
COLLECTABLE FIREARMS**

E.g.

**Special order  
Winchesters  
73, 92, 95  
And 66 Musket  
etc.**

**Contact Geoff  
on 5821 9015 Or  
email; wilsigns1@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.

Hi all here we have a item/family heirloom from one of the NVACG elderly statements. This is award given to the members father Back in 1953, from LUCINDALG Lodge No 191. For services as W.P. Apr-June 1953



**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/>

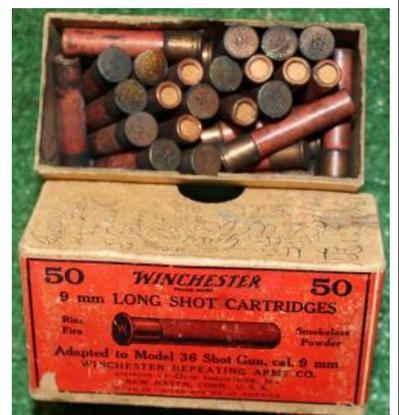
We are also on Facebook

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



## 9mm Rim-fire Shot Shell

This cartridge was offered by Winchester for use in the Model 36 shotgun, which was introduced in 1920 and discontinued in 1927. Only 20,306 such shotguns were made. While that is a very small production total for a mainline arms manufacturer, this actually represents a surprising number of guns, considering the limited usefulness and market. The only viable use for such a chambering is pest control. While it might be possible to dispatch smaller species of small



game with this and others of the various diminutive shotshell chamberings, such use is ethically questionable. The chief problem with this and other diminutive shotshells is the lack of sufficient shot volume to achieve useful hunting pattern densities, and with shot of sufficient size, to get the job done. The shotshell length was  $\frac{1}{2}$  inch. This corresponds to a .354-inch bore and would be called a 105-gauge.

One of our members is 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 on [jobah450.577@bigpond.com](mailto:jobah450.577@bigpond.com)



**Footnote in History; Battle of Maehwa-San** was a battle fought for control of the hills and area around Maehwa mountain between the Hoengseong County and Wonju, between 7–12 March 1951, during the Korean War. The British Empire 27th British Commonwealth Brigade was tasked with eliminating the Chinese People's Volunteer Army (PVA) and North Korean Korean People's Army (KPA) forces occupying the area.

**Prelude;** The mountain was strategically valuable for the operations in the offensive known as Operation Ripper and was 1,085 m (3,560 ft) high. The objective was known as Operation Woodbine. The 27th British Commonwealth Brigade, led by Brigadier Basil Aubrey Coad, consisted of the 1st Battalion, Argyll and Sutherland Highlanders (1st Argylls), the 1st Battalion, Middlesex Regiment (1st Middlesex), the 2nd Battalion, Princess Patricia's Canadian Light Infantry (2nd PPCLI) and the 3rd Battalion, Royal Australian Regiment (3 RAR).



**Battles;**

**Hill 410** The offensive began on 7 March, with 3 RAR being ordered to capture Hill 410. A Company and D Company descended into the valley at 10:00 and advanced through open paddy fields under fire, then across the Asi-Ri-Punsuwon Road, to climb Hill 410. A Company ascended a third of the way up a spur before being pinned down by massed machine gun and light mortar fire. Calling for artillery and mortar support from 16th Field Regiment, Royal New Zealand Artillery and the United States Army (US), B Company 2nd Chemical Mortar Battalion, the fire support could not dislodge the PVA/KPA, who were dug in, in machine gun and rifle pits.

D Company climbed a parallel spur to the right of A Company and also found the going difficult. At 15:00, D Company finally crossed the ridge line. Snowstorms began in the afternoon and hampered the evacuation of the wounded but A Company was able to advance. B Company then joined the two forward companies to consolidate the position. 3 RAR lost 12 killed and 24 wounded, while the 2nd Chemical Mortar Battalion suffered two wounded. At 06:30 on 8 March, B Company secured the rest of Hill 410 without opposition after the PVA/KPA withdrew during the night.

**Hills 532, 390 and 326 and 432**

The 2nd PPCLI secured Hill 532 and made contact with B Company, 3 RAR on 8 March.

The 1st Argylls and the 1st Middlesex began an advance on Hill 390 at 07:00 on 9 March and secured Hill 390 and other objectives without opposition.

On 10 March, the 3 RAR moved forward to capture Hill 326 and 432 overlooking the valley at the base of Maehwasan. The mountain consisted of a number of jagged ridges and its peak rose 1,500 ft (457 m) above the valley floor. The hills were occupied without opposition with the PVA/KPA forces withdrawing on 8 March to an area 5 kilometres to the north.

**Hills 703, 752 and 642** The 27th British Commonwealth Brigade began simultaneous attacks against Hill 703, Hill 752 and Hill 642. The 1st Argylls had to capture of Hill 752, 3 RAR Hill 703 and 2nd PPCLI Hill 642. At 09:00, the 1st Argylls secured the foothills that dominated the immediate area of the valley and the 1st Middlesex captured Hill 353 without opposition. While forming up for the attack 3 RAR headquarters received light mortar fire from the right flank without suffering any casualties. As A Company and C Company 3 RAR moved towards Hill 435 across the valley floor, A Company came under heavy fire from the village of Chisan to the right. The Republic of Korea Army (ROK) 6th Infantry Division had failed to attack as ordered with the result that the right flank of the brigade was exposed. 2 Platoon from A Company assaulted the village of Chisan, killing 30 PVA/KPA soldiers, before heavy mortar and machine gun fire forced the platoon to withdraw. A Company suffered two killed and seven wounded.

C Company 3 RAR had continued towards its objectives and by 15:00 was pinned down just below the ridge of Hill 703 and remained in the position throughout the night. The 2nd PPCLI and 1st Argylls were able to secure Hill 642 and Hill 752 without opposition. With the ROK 6th Division still not having moved forward, C Company, 1st Middlesex protected 3 RAR's right flank. On 12 March, C Company had moved onto the crest and advanced to Hill 703 at 06:30. B Company and D Company 3 RAR, moved up to consolidate Hill 703, which had been abandoned hurriedly during the night. The US 7th Marine Regiment moved forward and secured the right flank of the 27th British Commonwealth Brigade.

**Aftermath;** From 13 March, the 27th British Commonwealth Brigade was relieved by the US 5th Cavalry Regiment and moved to the reserve area at the harbour near Chipyong-ni. The Australians had suffered 14 killed and 39 wounded.





## Armadillo armoured fighting vehicle

The Armadillo was an extemporized armoured fighting vehicle produced in Britain during the invasion crisis of 1940-1941. Based on a number of standard lorry (truck) chassis, it comprised a wooden fighting compartment protected by a layer of gravel and a driver's cab protected by mild steel plates. Armadillos were used by the RAF Regiment to protect aerodromes and by the Home Guard.

**Design;** With the Fall of France in July 1940, the Germans threatened to invade Britain. The British Government made frantic efforts to prepare to meet the threatened invasion. One particular problem was the defence of airfields against parachuting airborne troops.

An ideal solution to the problem of protecting the open space of an

airfield would be to make use of armoured fighting vehicles such as tanks and armoured cars. However, the British Army lacked heavy equipment, having been forced to abandon much of it during the Dunkirk evacuation. An alternative would be an improvised armoured fighting vehicle that did not compete for resources with conventional armaments. The form of vehicle that the Royal Air Force (RAF) needed was outlined:

In considering the most suitable type of vehicle it is necessary to visualise the form of attack to which an RAF Station is most likely to be subjected. Experience to date indicates that the first phase will probably be the dropping of large numbers of parachute troops outside the aerodrome boundaries under cover of an intensive low-flying attack on the station buildings and perimeter defence posts. In this way the enemy will hope to surround the aerodrome and the second phase, probably following almost immediately, would be a concerted attack by the parachutists with the object of finally overpowering the defence posts thus clearing the way for the immediate landing of large numbers of troop-carrying aircraft upon the aerodrome itself.

The RAF started looking for a suitable vehicle at the end of May 1940 and by 4 June they settled on the design destined to be known as the Armadillo. This vehicle was a flat-bed truck, on the back of which was mounted a box-like fighting compartment in which soldiers could stand and fire small arms or use on or two crew-served weapons. The box exterior was made of  $\frac{7}{8}$  inch (22 mm) thick wooden boards measuring about 4 feet (1.2 m) by 5 feet 2 inches (1.57 m) and standing 4 feet 6 inches (1.37 m) high; inside this was another, similar wooden box about 6 inches (150 mm) smaller all round; the gap between the boxes was filled with gravel. This provided protection from rifle and machine gun bullets. The fighting compartment had an embrasure on

each side, these were about 8 inches (200 mm) high by 18 inches (460 mm) wide and fitted with sliding steel shutters. The fighting compartment had an open top with a beam across it to support a Lewis Gun (a machine gun) on a sliding mount. The drivers and the engine were protected by steel plates. Most Armadillos were armed with two Lewis Guns and three rifles.

**Variants;** The Mk I Armadillo was produced with startling speed. Using a wide range of trucks conscripted from civilian service, the first 20 were delivered on 7 June and the complete consignment of 312 vehicles within just a couple of weeks. On 20 June, the Air Ministry ordered another 300 vehicles; these Mk II Armadillos would mostly be based on a standard Bedford OL 1½ and 3 ton chassis.

A later Mk III Armadillo was always based on a three-ton chassis, it had a slightly smaller fighting compartment now occupying only the front half of the truck's flat bed. On the rear half of the flat bed, a 37mm Coventry Ordnance Works gun was mounted. The COW gun was a 37 mm clip loaded cannon designed at the end of the First World War for arming aircraft and used between the wars on flying boats. It fired a 1½ pounds (680 g) High Explosive shell at modest velocity, but could be expected to be highly effective in its new role against landing aircraft, airborne troops or light vehicles. Fifty-five Mk III Armadillos were made. The crew comprised two drivers and three gunners.

In April 1942, a small number of Mk IIIs had their shingle protection replaced with plastic armour, which, despite its name, was not made from plastic. Rather, it was a mixture of bitumen (or pitch) and granite or similar stone.

### Bedford OYD Armadillo Mk I

<b>Type</b>	Armoured truck
<b>Place of origin</b>	United Kingdom
<b>Production history</b>	
<b>Manufacturer</b>	Bedford Vehicles
<b>No. built</b>	877
<b>Specifications</b>	
<b>Crew</b>	5
<b>Armour</b>	Wood, gravel and steel plate
<b>Main armament</b>	Mk III: COW 37 mm gun
<b>Secondary armament</b>	Lewis Gun
<b>Suspension</b>	4x2 wheel, leaf spring



**Mk I Armadillos on Wolverton production line**

**Service history;** It did not matter that the vehicle was lightly armoured, because the soldiers it was expected to meet would be lightly equipped; what was of key importance was that the vehicle would survive the bombardment that was expected to immediately precede a landing. Armadillos were to be kept a short distance from the airfield, well hidden and protected but always ready to be called into action. Overweight, the Armadillo was unsuitable for travelling over rough or boggy ground. However, it did not need to travel far or fast, nor did it need to cope with hills; it could easily move along airfield taxiways and perimeter roads.

It was thought that commanders might be tempted to think of the Armadillo as a mobile pillbox rather than any sort of tank or armoured car. To counter such a view, instructions emphasised its use as a mobile unit, not a static fort and it was to be reserved for the defence of the airfield and not given other tasks such as transporting ammunition or being driven off to find parachutists.

The Armadillo was withdrawn in mid-1942, by which time 877 vehicles had been produced. The surviving vehicles were refurbished for other uses (some passing to the Home Guard), and Humber Light Reconnaissance Cars took over their role.



**Morris CS9 of 12th Royal Lancers at Villiers St Simon, 29 September 1939.**

The Morris CS9/Light Armoured Car was a British armoured car used by the British Army in the Second World War.

#### History

The vehicle was based on a Morris Commercial C9 4x2 15-cwt truck chassis. On this chassis, a riveted hull was mounted with an open-topped two-man turret. The armament consisted of either Boys anti-tank rifle and Bren light machine gun or Vickers machine gun. The vehicle carried a No. 19 radio set. The prototype was tested in 1936. A further 99 cars were ordered and were delivered in 1938. Thirty-eight of these cars were used by the 12th Royal Lancers in the Battle of France, where all of them were



## Morris CS9/LAC

### Production history

<b>Manufacturer</b>	Morris
---------------------	--------

### Specifications

<b>Mass</b>	4.5 t
<b>Length</b>	15 ft 6 in (4.77 m)
<b>Width</b>	6 ft 9 in (2.05 m)
<b>Height</b>	7 ft (2.13 m)
<b>Crew</b>	4 (commander, gunner, driver, radio operator)
<b>Armour</b>	7 mm
<b>Main armament</b>	0.55 inch Boys anti-tank rifle
<b>Secondary armament</b>	0.303 (7.7 mm) Bren light machine gun
<b>Engine</b>	Morris 6-cylinder petrol 96 hp (72 kW)
<b>Power/weight</b>	21.3 hp/tonne
<b>Suspension</b>	Wheeled: 4 x 2
<b>Operational range</b>	240 miles (385 km)
<b>Maximum speed</b>	45 mph (73 km/h)

destroyed or abandoned. Another 30 served with the 11th Hussars in the North African Campaign. It was found that, when fitted with desert tyres, the vehicle had good performance on soft sand. However, its armour and armament were insufficient. The vehicle was retired halfway through the North African Campaign.

**Officers of the 11th Hussars in a Morris CS9 armoured car use a parasol to give shade while out patrolling on the Libyan frontier, 26 July 1940.**



Cap badge of 5th Battalion, The Victorian Scottish Regiment

**Victorian Scottish Regiment (VSR)** was an infantry regiment of the Australian Army. Formed in 1898 as a volunteer unit of the colonial Victorian Military Forces, the unit went through a number of changes in name over the course of its 62-year history. During World War I many of its members volunteered for overseas service and saw action at Gallipoli and on the Western Front in France. Following the end of the war, the regiment was reorganised to perpetuate the honours of the 5th Battalion, AIF. During World War II the battalion was employed on garrison duties in Australia, although many of its members volunteered for overseas service and fought in campaigns in North Africa, the Middle East and New Guinea. Following the war, the battalion was re-raised as part of the Citizen Military Forces and undertook the training of national servicemen until 1960 when the unit was disbanded and absorbed into the 1st Battalion, Royal Victoria Regiment. Today, the regiment's traditions are maintained by 'B' Company, 5th/6th Battalion, Royal



Unit Colour Patch

Victoria Regiment.

**History** The Victorian Scottish Regiment (VSR) was first raised on 29 August 1898, following representations by members of the local Scottish Community and Caledonian association for several years, for the establishment of Scottish unit. Notable members of this group were Sir John McIntyre, Sir Malcolm McEachren, Colonel Otter, Richard Linton, W. B. Jarvie and W. J. McKirdie. The regiment was formed at Albert Park, with a parade ground at Victoria Barracks, and was originally raised as a corps of unpaid volunteers as part of the colonial Victorian Military Forces. Initially the regiment was only issued with a limited amount of equipment and had to parade in plain clothes for almost a year until uniforms could be provided.

In 1902, the volunteer system was changed to a system of partially paid militia and the military forces of the former independent colonies became part of the Commonwealth Military Forces. In 1911 a compulsory training scheme was introduced, which required all able-bodied men between the ages of 18 and 21 to undertake a period of military training. At this time, the regiment was redesignated as the 52nd Australian Infantry Battalion (Victorian Scottish Regiment), and voluntary enlistment was restricted to officers and senior non-commissioned officers.

Upon the outbreak of World War I the decision was made not to deploy the previously existing militia units to the fighting overseas due to the provisions of the *Defence Act 1903* which precluded sending conscripts outside of Australia. An all-volunteer force, known as the First Australian Imperial Force was raised instead and many members of the militia volunteered for overseas service. One of the units raised for overseas service was the 5th Battalion, and many members of the 52nd Australian Infantry Battalion joined this unit, including the battalion's commanding officer, Colonel David Stanley Wanliss, who would later become Chief Justice of New Guinea. This battalion fought at during the Gallipoli campaign and on the Western Front and many of the men continued to wear the VSR's distinctive Glengarry caps.

During the war, the militia units remained in Australia on home service, providing security at ports, defence installations and other facilities of importance to the war effort, however, due to the large numbers of militiamen that volunteered for service with the AIF many of these units were greatly depleted and it was not until after the war, in 1919, that the compulsory training scheme began again. In 1921 the AIF was officially disbanded and the following month it was decided to reorganise the militia units and to redesignate them in order to perpetuate the identity of the AIF units that had fought in the war. As a result of this decision, and due to the links that the regiment had with the 5th Battalion, AIF, the regiment was redesignated as the 5th Battalion and inherited that unit's battle honours. In 1925 permission was granted for the unit to adopt the traditional title of the regiment. In 1929, following the election of the Scullin Labor government, the compulsory training scheme was suspended again and a period of austerity followed as the impact of the Great Depression meant that there were few volunteers and few training opportunities as funding for defence was greatly reduced.

Following the outbreak of World War II the battalion was called up for a three-month period of compulsory training in early 1940, before later being sent to Western Australia and then Darwin, Northern Territory where they carried out garrison duties throughout the war. Many members of the battalion also volunteered for service overseas with the Second Australian Imperial Force, serving with the 2/5th Battalion, which fought in Libya, Greece, Crete, Syria and New Guinea.

In 1948, the 5th Battalion (Victorian Scottish Regiment) was re-raised as part of the Citizen Military Forces (CMF), which was the forerunner to the Australian Army Reserve. Commanded by Lieutenant-Colonel George Warfe, a highly decorated officer that had previously served with a number of commando units during the war, the battalion was headquartered at Hawthorn and had depots at Dandenong, Kew, Armadale and Surrey Hills. National service was reintroduced in 1951 and following this the battalion took on the responsibility of training national servicemen under this scheme.



Members of the 52nd Australian Infantry Battalion (Victorian Scottish Regiment) in Melbourne, 1914



Members of the 5th Battalion, VSR on parade in April 1940. In early 1940 the battalion was called up for a three-month period of continuous service as part of nation's mobilisation during World War II.

This continued until 1960, when the national service scheme was suspended and the Australian Army was reorganised around the Pentropic division. As a result of this reorganisation the CMF was greatly reduced, as fourteen infantry battalions were disbanded altogether, while the seventeen that remained gave up their old regional regimental ties and were reformed as part of the six newly raised State-based regiments. As a result of this, it was decided that the 5th Battalion (Victorian Scottish Regiment) would be disbanded and its members be absorbed into the newly raised Royal Victoria Regiment, being used to form two companies—'B' and Support—of the 1st Battalion, Royal Victoria Regiment. In 1965, when the decision was made to reintroduce national service and abandon the Pentropic division, the CMF was reorganised again. At the same time the decision was made to reintroduce the designations of the old militia units by splitting the two Pentropic battalions of the Royal Victoria Regiment to form four full battalions and one independent company. As a result, the 5th Battalion, Royal Victoria Regiment was formed in May 1965, although with the end of national service in 1972 the battalion's numbers began to decline and by 1975 the decision was made to amalgamate the unit into the 1st Battalion, Royal Victoria

Regiment. In 1982, the 5th/6th Battalion, Royal Victoria Regiment (5/6 RVR) was raised in Melbourne, Victoria. Today, 'B' Coy, 5/6 RVR maintains the traditions of the Victorian Scottish Regiment.

### Lineage

1898–1911 — Victorian Scottish Regiment

1911–1919 — 52nd Australian Infantry Battalion (Victorian Scottish Regiment)

1919–1921 — 2nd/5th Infantry

1921–1925 — 5th Battalion

1925–1946 — 5th Battalion (Victorian Scottish Regiment)

1948–1960 — 5th Battalion (Victorian Scottish Regiment)

**QF 1 pounder**, universally known as the **pom-pom** due to the sound of its discharge, was a 37 mm

British autocannon, the first of its type in the world. It was used by several countries initially as an infantry gun and later as a light anti-aircraft gun.

**History;** Hiram Maxim originally designed the Pom-Pom in the late 1880s as an enlarged version of the Maxim machine gun. Its longer range necessitated exploding projectiles to judge range, which in turn dictated a shell weight of at least 400 grams (0.88 lb), as that was the lightest exploding shell allowed under the St. Petersburg Declaration of 1868 and re-affirmed in the Hague Convention of 1899. Early versions were sold under the Maxim-Nordenfelt label, whereas versions in British service (i.e. from 1900) were labelled Vickers, Sons and Maxim (VSM) as Vickers had bought out Maxim-Nordenfelt in 1897. They are all effectively the same gun.

### Service by nation

**Belgium;** The Belgian Army used the gun on a high-angle field carriage mounting.

**Germany;** A version was produced in Germany for both Navy and Army. In World War I, it was used in Europe as an anti-aircraft gun as the Maxim Flak M14. Four guns were used mounted on field carriages in the German South West Africa campaign in 1915, against South African forces.

### United Kingdom

**Second Boer War;** *The British government initially rejected the gun but other countries bought it, including the South African Republic (Transvaal) government. In the Second Boer War, the British found themselves being fired on with success by the Boers with their 37 mm Maxim-Nordenfelt versions using ammunition made in Germany. The Boers' Maxim was also a large caliber, belt-fed, water-cooled machine gun that fired explosive rounds (smokeless ammunition) at 450 rounds per minute. In response, Vickers-Maxim of Britain shipped either 57 or 50 guns out to the British Army in South Africa, with the first three arriving in time for the Battle of Paardeberg of February 1900. These early Mk I versions were mounted on typical field gun type carriages.*

**World War I;** In World War I, it was used as an early anti-aircraft gun in the home defence of Britain. It was adapted as the Mk I\*\*\* and Mk II on high-angle pedestal mountings and deployed along London docks and on rooftops on key buildings in London, others on mobile motor lorries at key towns in the East and Southeast of England. 25 were employed in August 1914, and 50 in February 1916. A Mk II gun (now in the Imperial War Museum, London) on a Naval pedestal mounting was the first to open fire in defence of London during the war. However, the shell was too small to damage the German Zeppelin airships sufficiently to bring them down. The Ministry of Munitions noted in 1922: "The pom-poms were of very little value. There was no shrapnel available for them, and the shell provided for them would not burst on aeroplane fabric but fell back to earth as solid projectiles ... were of no use except at a much lower elevation than a Zeppelin attacking London was likely to keep".



German gunners wearing gasmasks, with Maxim Flak M14

Nevertheless, Lieutenant O.F.J. Hogg of No. 2 AA Section in III Corps was the first anti-aircraft gunner to shoot down an aircraft, with 75 rounds on 23 September 1914 in France. The British Army did not employ it as an infantry weapon in World War I, as its shell was considered too small for use against any objects or fortifications and British doctrine relied on shrapnel fired by QF 13 pounder and 18-pounder field guns as its primary medium range anti-personnel weapon. The gun was experimentally mounted on aircraft as the lighter 1-pounder Mk III, the cancelled Vickers E.F.B.7 having been specifically designed to carry it in its nose. As a light anti-aircraft gun, it was quickly replaced by the larger QF 1½ pounder and QF 2 pounder naval guns.

**British ammunition;** The British are reported to have initially used some Common pointed shells (semi-armour piercing, with fuse in the shell base) in the Boer War, in addition to the standard Common shell. However, the common pointed shell proved unsatisfactory, with the base fuse frequently working loose and falling out during flight. In 1914, the cast-iron common shell and tracer were the only available rounds.



**On USS Vixen, circa. 1898–1901**

**United States;** The U.S. Navy adopted the Maxim-Nordenfelt 37 mm 1 pounder as the 1-pounder Mark 6 before the 1898 Spanish–American War. The Mark 7, 9, 14, and 15 weapons were similar. It was the first dedicated anti-aircraft (AA) gun adopted by the US Navy, specified as such on the *Sampson*-class destroyers launched in 1916-17. It was deployed on various types of ships during the US participation in World War I, although it was replaced as the standard AA gun on new destroyers by the 3 inch (76 mm)/23 caliber gun. Previously, with the advent of the steel-hulled "New Navy" in 1884, some ships were equipped with the 1-pounder Hotchkiss revolving cannon. In the aftermath of the Battle of Blair Mountain, the United States Army deployed artillery, including pompoms: "Their armament was strengthened with a howitzer and two pompoms." Rapid-firing (single shot, similar to non-

automatic QF guns) 1-pounders were also used, including the Sponsell gun and eight other marks; the Mark 10 to be mounted on aircraft. Designs included Hotchkiss and Driggs-Schroeder. A semi-automatic weapon and a line throwing version were also adopted. Semi-automatic in this case meant a weapon in which the breech was opened and cartridge ejected automatically after firing, ready for manual loading of the next round.

## Modellers Corner by " Old Nick " out of my collection :

\*\*\*\*\*

This issue the " German Army Panzerkampfwagen Tank Tiger I ( Tank VI ). My interest in this Tank was re-kindled , when I watch SBS World Movies, which featured one night , a film called the " White Tiger ". Although totally fictitious, was most entertaining , the plot revolved around a rogue Tiger Tank painted grey / white to give it the reputation of being a Ghost Tank. This Tiger would lay in ambush for Russian Tanks , wipe them out and disappear back in the Swamps and Scrub , like a Phantom , the film did not show the crew or how it was re-supplied. Still I recommend it as a good entertaining Movie to watch , although a bit of WWII fantasy.

**Built by:** Henschel manufacturing firm Germany .

**Engine :** V Form 12 cylinder Maybach of 650 bhp , later increased to 700 bhp in the Tiger 1a ( VI a)

**Speed :** 24 mph    **Weight :** 54 tons    **Crew :** 5

**Number Built :** 1,350

**First In Action :** 1942 in Russia    **Out of Action :** 1945

**Armour :** Turret 110 mm , Hull 100 mm

**Armament :** 1 x 8.8 cm Gun – quick firing

1 x Co-axial mounted with cannon - MG

1 x Hull mounted MG fired by Radio Operator

**SAW ACTION :** North Africa , Sicily , Italy , NW Europe and Russia .

**Users :** The German Main Assault Troops came to the fore in the well known " Blitzkrieg " operations. Also some captured Tanks were used by Russian Forces, Captured " Tigers " by British and American Forces were used to

investigate their technology , particularly their Armour Plate and Guns. Also Played a Big part in the " Battle of the Bulge " , as one of the Germans main attack force.

