



The word from the
Horse's Mouth

The Newsletter of the RAEME Association of WA

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What the Prez Sez

Welcome to the mid-year edition of the Horses Mouth. We have a lot which will be happening in the coming months.

Firstly, our Spanner catch up at the IBIS in May was a resounding success. It seems as if everyone pulled out all stops to attend to make up for the last two ANZAC Days we missed out on. About 50 people attended and the celebrations kicked on quite late. Many thanks to everyone who helped arrange the event (and score the raffle prizes). It just showed how much of a family we really are and how important this Association is to keep the faith.



Stino's annual bash once again on the September long weekend. A trip to Dardanup Heritage Centre is planned - the place is a huge and really interesting – lots of operating stationary engines, tractors, a saw mill and the old Bunbury Drill hall which was moved there as well with a great military museum inside (inc a Leopard they acquired). If you cannot get to Stinos, at least visit Dardanup

Once again, we have managed to secure Mt Eliza house for Veterans health week. The theme this year is Get Moving (physical activity). A number of walks and a BBQ are planned

If we can arrange it there will be a function at 113 for the Corps Birthday this year. It will be pretty impressive if it comes off.

We also note the raising of XLH back to regimental status and passing of CPL Tom Malkovski, long term VM at XLH

Enough from me, see you at Stinos.

From the Secretary

Very little to report have had minimal correspondence since the last Horses Mouth. The Head of CORP has released a newly branded RAEMA Corps Badge version below.



Any Corps-related stories that get a laugh are wanted. That includes any story that brings back funny memories; that epitomise our Corps, or that never get old! It doesn't matter if your story is an inside joke, we just want to hear about the funny stuff that happens in our Corps.

- What have you said?
 - What have you done?
 - What have you seen?
 - What have you heard?
 - What did you tell a boss?
 - What did you get away with?
-
- Simply put: if it is funny and related to our Corps, we want it! **How to submit.** Email to Sheff@raeme.com (cc: Cookie@raeme.com) with "Funny Story" in the subject line.

RAEME Get Together

Stino and Kerry are planning this year's event during the September long weekend it promises to be a good one

What: RAEME Retreat Weekend

When: Fri 24th Sept – Sun 26th Sept 2020 – welcome all weekend or part thereof.

Where: 36 Hastings Road Barragup (Off Pinjarra Road – 9 minutes from Mandurah). Map below.

Why: Opportunity for our RAEME family to connect over the long weekend – Camping in an informal environment with some activities TBC in close proximity (Pinjarra / Dwellingup / Mandurah).

Who is invited: Current and ex serving RAEME members and their families.

Who to contact: Grant Stinson 0477 700 828 or gbstinson1@gmail.com

How: Please register with Grant Stinson for further information.

Loose plan:

Friday night dinner at Pinjarra RSL;
Marrinup POW Camp Saturday morning and then BBQ etc back at Chateau Stinson;
Dardanup Heritage Centre (group booking) and Wellington Dam Murals Sunday.

More to follow on the website

Veterans Health Week

As outlined above, the Association has managed to secure Mt Eliza House for a Veteran's Health Week. The theme this year is Get Moving (physical activity). To this end we have a program of walks, even a NAVEX if you wish. The function is booked for Sunday October 17 with the walks starting at 10.00am of varying distance and difficulty and the BBQ at 1200.

113 Field Workshop Function

For the birthday this year we are looking at a function at 113 with a display of all the new bits of kits – ie XLH's new cars (Hawkeyes) the new Trucks and Wreckers (inc the 10x10). This gear is very flash and we may ask the historical mob to bring along some of their kit as a comparison. We will let you know closer to the date.

Dining In – ANZAC House

This is still on the cards, but it is waiting to see if the 113 Function goes ahead.

XLH

For those of you which don't know XLH goes back to a full Regiment on 10 October after 50 years as just A Sqn. The current plan is to raise B Sqn and a small Regt HQ. At this stage a Tech Spt Sqn is not on the cards, but we are pushing for some RAEME representation initially at least.

So dust off your Black Berets!

Vale Tom Malkovski

While on the subject of XLH, we note with sadness the passing of CPL Tom Malkovski, VM, a long-term member of its TST. What was great to note was the attendance of virtually the entire old TST at his funeral. His son was overwhelmed at turnout and thanked us. The ASM's reply summed it up perfectly – "it is what brothers do"

Stand down soldier your duty's done.

???Did You Know???

New "Blown" Bentley

Bentley have restarted a limited production run of the iconic 1929 supercharged 4½-litre “Blower”

Bentley’s own Team Blower – chassis number HB 3403 - has been disassembled to its individual components, before each part was catalogued and meticulously scanned in 3D to create a complete digital model of the entire car. Using the original 1920s moulds and tooling jigs, and an array of traditional hand tools alongside the latest manufacturing technology, 12 sets of parts were then created, before Bentley’s skilled heritage technicians assemble the new Blowers.

The 12 continuations will be identical wherever possible to the original – mechanically and aesthetically– with only minimal hidden changes dictated by modern safety concerns.

As continuations of the original Team Blower, each of the new Continuation Series cars will feature four-cylinder, 16-valve engines with an aluminium crankcase with cast iron cylinder liners and non-detachable cast-iron cylinder head. The supercharger will be an exact replica of the Amherst Villiers Mk IV roots-type supercharger, helping the 4398 cc engine to develop 240 bhp @ 4,200 rpm. The car’s structure will be a pressed steel frame, with half-elliptic leaf spring suspension with copies of Bentley & Draper dampers. Recreations of Bentley-Perrot 40 cm (17.75”) mechanical drum brakes and worm and sector steering complete the chassis.

A programme of real-world durability testing is currently underway. Sessions of gradually increasing duration and speed will check functionality and robustness under ever harder conditions. The test programme is designed to achieve the equivalent of 35,000 kilometres of real-world driving across 8,000 kilometres of track driving, and simulates the undertaking of famous rallies such as Peking to Paris and Mille Miglia.

Unfortunately the production run will be limited at this stage to 12 vehicles – all of which have already been sold. The asking price - a bit over \$3 million.



Bluebird Bluebell

Early in 1963 Donald Campbell selected Lake Eyre as a suitable site for his attempt on the world land speed record in his car 'BLUEBIRD'. A RAEME team was deployed to April 1963

maintain the fleet of Landrovers used by the SA Police Force, who assisted in the project, and to help Campbell whenever possible.

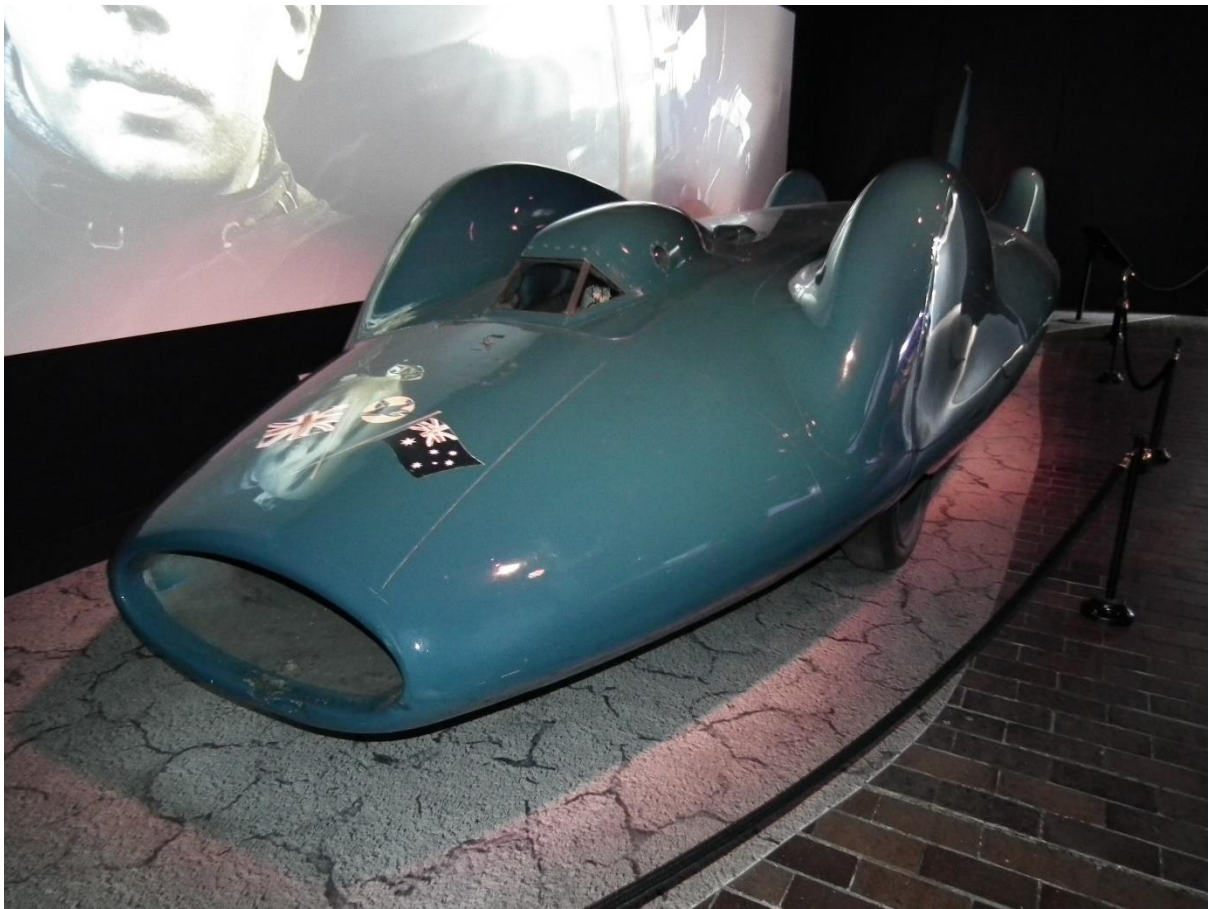
One of these tasks was recovery. A 4 ton recovery vehicle was stationed one at each end of the prepared track during all speed trials; their task being recovery of 'BLUEBIRD' if required. When the Recovery vehicles were driven on to the Lake dual front wheels were fitted.

Rain delayed the speed attempt and after the Lake became flooded the attempt was temporarily suspended. All the Army equipment, together with the 'BLUEBIRD' project equipment, needed to be recovered to the bank of the Lake. As it was feared that the vehicles used for the recovery might break through the salt crust on the Lake, they were moved out in extended line, loaded, and returned to shore in the same manner.

A track was cut along the bank of the Lake, 'BLUEBIRD' was loaded on to a timber jinker whose prime mover was a 'no goer', and the whole load was towed by a 4 ton Recovery Vehicle to higher ground. It became a race between the convoy arriving at the ford and the floodwaters arriving there. The convoy eventually arrived safely at the base camp at Muloorina station with only one hour to spare before the ford became flooded.

Campbell returned to Lake Eyre in June 1964 but found that the prepared surface of the Lake was now useless. A new track was prepared, on which 'BLUEBIRD' finally attained a speed of 403 mph on 17 July 1964 (well below its theoretical 450 mph theoretical top speed), and thus the world land speed record. A RAEME team supported this attempt as well.

Immediately after his attempt Campbell took his Bluebird Boat to Lake Dumbleyung in WA where he achieved his seventh water speed record on 31 December 1964, at a speed of 276 mph. He had become the first, and so far only, person to set both land and water speed records in the same year.



Garden Island

Recently a heritage recce was done of the WWII sites at Garden Island. The place was quite heavily defended during the War with 4" batteries on Beacon Head (NE corner) and Collie Head (SW Corner), 6" batteries on Challenger Head (NW corner) and Pt Peron, and a 9.2" battery (Scriven) in the centre of the island. There was also a planned 5.25" battery on Pt Peron but work never commenced.

Everything was very overgrown/sand filled and a number of sites were ratted of all timber and GWI post war for the squatter huts which used to be on the island. In summary

- Beacon – either filled in or fallen into the sea
- Collie Head – the gun pits are still in position and the reserve magazine
- Point Peron – the BoP and one of the Panama mounts has been restored and is open to the public



- Challenger – the plotting room, reserve magazine and both Panama mounts are intact, though heavily overgrown. The northern emplacement is getting quite dangerous as the cliff wears away



- Scriven – both the emplacements are open, but the gun pits are filled with sand and overgrown. The BoP is intact as is the reserve magazine. The plotting room is inaccessible at present, but efforts are being made to get a remote camera down

there. Unfortunately, the clearance diving team at some time in the past used parts for explosive practice



Adolf Kanonen

While on the subject of Coastal Artillery, if ever you go on a Norwegian Northern Lights Cruise (which generally pull into Tromsø), you may want to do a side trip without the other half to check out the intact 16" battery there.

These 16" 40.6cm/52 SK C/34 guns were originally built for the never completed Kriegsmarine H-39 Class Battleships. Seven guns were sent to Norway to be used to protect Narvik and Tromsø, They were installed in single gun two story rotating turrets with underground ammunition & equipment concrete bunkers. These single gun turrets had a maximum elevation of 52 degrees, much higher than the naval gun turret would have been.

The 16" Naval AP & HE shells weighed 2,270 lbs, a special long range 16" shell made for the coastal mounts weighed 1,323 lbs and had a range of about 56,000 metres / 35 miles. Like all other large caliber German naval guns, these guns had a horizontal sliding breechblock and used a "fore charge" in a double bag silk case and a "main charge" which was in a brass case.

They were taken over by the Norwegian Army after WW2 and manned until the 1950's

Three were mounted as Battery Dietl on the island of Engeløya, these were decommissioned in the early 1950s and then scrapped in 1956.

The other four guns were mounted as Battery Trondenes near Harstad, these guns were last fired in 1957. All four of these gun mounts are still intact with one still able to rotate and elevate, this gun is currently open as a museum known as the "ADOLF KANONEN"









