



KVE News

Newsletter of Khaki Vehicle Enthusiasts Incorporated
Organisers of the Annual GPA Swim In held at
Corowa N.S.W.

Edition 6

May 2010

Corowa 2010 - What an Event!

Welcome to KVE's first newsletter post 2010 event. This year the Corowa event was themed "Year of the Jeep" and we experienced possibly the best year yet!

Entries are already open for next years event - 2011 "Year of the British and European Vehicles" and in order to help us run the event smoother, we ask if you have not already pre-registered your entry that you do so ASAP.

A blank entry form can be found on page 29 of this newsletter which can be filled out and returned to us via the address listed.

We look forward to seeing you all in March 2011 and we hope that everyone had a great 2010 "Year of the Jeep" event.

- Khaki Vehicle Enthusiasts Inc.

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Accommodation in Corowa can be difficult to find unless you are camping at Ball Park Caravan Park or at Corowa Airport. If you require other accommodation please contact the Corowa Tourist Information Centre on 1800 814 054 or via email corinfo@dragnet.com.au

They will be able to assist in organising your booking.

President's Report

PRESIDENT'S REPORT No. 6

Welcome to this KVE Inc Newsletter No 6. What a success Corowa 'The Year of the Jeep' was. Congratulations to all of you who assisted to make it the best ever. Thank you all. Planning, for what is likely to be a very varied Corowa Swim-in 2011, is well under way. The Year of the British and European Vehicle is coming together and I hear that there will be some unusual vehicles, not normally seen on the road attending.

As I said in my report last issue, Jill and I spent part of our 4 months overseas last year visiting numerous military displays and rallies.

Switzerland was one place where we enjoyed the company of 'Swiss Chris'. Well, Chris is back in Australia once again and Jill and I spent a lovely few hours returning his hospitality in Melbourne last week.

We took Chris to the Shrine of Remembrance and were very pleased to share some of Australia's heritage with him. Here I am with Chris at the Shrine. I hadn't visited the Shrine for a while, so was pleased to see many changes, it is looking very good.

Chris is off to the outback with Max Hedges and crew in a long distance convoy.

Chris's Blitz should be heading for Switzerland in July this year.

Henri De Wailly, from France is also heading our way soon and will take part in the Trackers 2010 Queensland trip being arranged by

Charlie Anderson. Henri showed us quite a lot of the history of France last year, and its battles of WW1 and WW2. As Corowa Swim-In grows we are becoming more well-known on the World stage.

The AGM is fast approaching and will be held at Corowa on 17th July next. Please get your nominations in well before that date.

Congratulations and Happy Birthday go out to one of KVE's biggest helpers. Barbara Thompson reached another decade recently and quite a few KVE members helped Barb to celebrate.

Well once again please enjoy our Newsletter and thanks to Ben, it is a beauty once again.

Rick Cove
President KVE Inc.



AOMC Report

ASSOCIATION OF MOTORING CLUBS INC - Report of meeting held 24/05/2010

The President, Ian Ross opened the meeting and welcomed everyone. He said that the American Motor Show and the Classic Show were both a great success but as usual need more volunteers to help with the running of the events.

The AOMC is in a good financial position, was the report from the outgoing Treasurer. An explanation of sorts was given to the question as to why the AOMC needs MORE money.

The Club Permit Scheme is still on track for later this year. There were more than 400 submissions to Vic Roads to be looked at. Now the AOMC is also looking into a Code of Practice for Modified Vehicles. These are not Hot Rods or the like, but more the modifications to the types of vehicles you and I drive. Engine changes, as were done way back then, for normal use (diesel engines in trucks instead of those thirsty petrol ones and those types of things). KVE Inc will be putting forward some recommendations to this Code of Practice so if you have anything to put forward please let me know.

MotorClassica, Australia's answer to Pebble Beach in the USA is going ahead in October with 90 world class entries so far. Club delegates then gave their reports.

General Business included an update on the new regulations on the Importation of Vehicles into Australia. There has been quite a clampdown on hotrods and highly modified vehicles being allowed into Australia, safety, and a lengthening of time to get a permit (it **should not affect our hobby too much though.**) **"A Current Affair" program on Channel 9** seems to be targeting older drivers once again so please keep an eye out for any impact this might have on you and me.

Secretary / Public Relations Report

Secretary's / Public Relations Report

Run down on the 2010 event:

We have just seen the largest gathering of ex-military vehicles in Australia. I have done a detailed report further in this news-letter and KVE is now working towards the event in 2011. It is difficult to estimate the number of vehicles likely to support the Year of the British and European Vehicles. To make things easier for KVE we would really appreciate you sending in your entries now.

KVE currently has 48 members. I am looking forward to working with these people who hopefully will help to share the work-load. **Everyone has the opportunity of 'having a say' if they join KVE and where you have any areas of expertise we need your help.** Membership fees are \$30 per year and payable by the 30th June each year. Be part of the organising of the Swim-In in the future. You can download a Membership Application Form off the website or ask me for a copy. We will be having a meeting at Corowa on Saturday 17th June, and you are invited to attend.

Media coverage on 2010:

This year we have received a large amount of media coverage. The Border Mail at Albury did an article and WIN & Prime TV did a feature on the Tuesday evening news. The Corowa Free Press did a couple of articles on the event.

Jeep Action Australia had an article in the June edition.

Ron Moon attended for a number of days and will do a story in 4X4 Australia.

The Pathfinder will have an article shortly and information has also been submitted to Military Machines International.

Awards & Voting Form

In each person's participant pack you will receive a Voting Form. This will give you an opportunity to nominate people for awards and also suggest a theme for 2015. We would like to see more people's suggestions for awards and your thoughts on what you would like to see happen at this event in the future.

VOTING FORM

Please put this form in the Suggestion Box by 12 mid day on Saturday 19th March. At 1200hrs this box will be cleared and any forms received after this will not be included. We need time to count and organize the results for the presentations on Saturday night.

Awards: **Please give the person's name and the reason for them to be considered for an Award.**

Mal Mackay Memorial Award: This award will be given to an individual who appears to get the most enjoyment out of being at Corowa.

Name: Reason why:

Hard Luck award:

Name: Reason why:

Breakdown Award:

Name: Reason why:

Longest distance driven in a military vehicle:

Name: Number of Kilometres driven:

Encouragement Award:

Name: Reason why:

People's Favourite Choice: For your favourite vehicle attending this year.

Vehicle rally number:

Type of Vehicle:

Suggestions for a Theme for 2015

Suggestions for places to visit in 2012

Secretary / Public Relations Report

Dogs at Corowa Airport:

I would just like to remind people that dogs are not allowed at any airport. We have investigated a local dog kennel close to the airport and suggest if you are taking your dog to Corowa you contact the kennel and organise for them to look after your dog when required (especially on the Saturday when we are at Corowa Airport for most of the day). This newsletter provides contact details.

Camping at Corowa Airport:

Tabitha at the airport would really appreciate people pre-booking their powered or non-powered sites so she knows how many people are staying. She is considering hiring more toilets and showers but she can only do this once she knows the numbers.

Upon arrival at the Airport you must visit the Jump Shak to be allocated to your campsite. Contact Tabitha Hughes on 0415 704748.

At this stage the cost will be \$10 per person, per night for a powered site and she has some beds left in the Jump Shak for the same price. There is now air conditioning in the Jump Shak. Meals will be available but you must inform Tabitha ahead of time. This year it will be STRICTLY NO DOGS. These rules apply at all airports.

Accommodation at Ball Park Caravan Park:

For those requiring a powered site at Ball Park Caravan Park it is advisable to contact them ASAP. Some years they have run out of powered sites.

Contact Sonia & Andrew Palmer on (02) 60331426

Themes for 2012, 2013 & 2014:

In 2012 the theme will be Year of the 6X6.

In 2013 the theme will be Year of the Trailed Vehicle or Equipment

In 2014 the themes will be Year of the Ford and Year of WW1

For further information on the event please feel free to give me a call on 0423 943010 or send an email to kveinc@optusnet.com.au To ensure you are kept up to date with details send me an email to get on the database.

Contributions to our KVE Newsletter

We are after articles for our next newsletter so if you are a member or a participant and have anything you would like to contribute please forward to kveinc@optusnet.com.au. This newsletter goes out to members of KVE along with past, present and future participants of the Annual GPA Swim-In and ex-Military Vehicle Gathering at Corowa, NSW, Australia. Let's spread the word about this great event.

Until next time,

Jan Thompson - Secretary

2010 Event Rundown

31st Annual GPA Swim-In and Ex-Military Vehicle Gathering at Corowa, NSW. Monday 8th to Sunday 14th March 2010

We have just had a fantastic response to our 31st Annual GPA Swim-In and Ex-Military Vehicle Gathering with the theme: Year of the Jeep. We would have ended up with more supporters than Sir Tom Jones who was also in town on Saturday 13th March for a concert in the vineyards. The final tally of vehicles was 266 which included 180 Jeeps. This was our best display of ex-military vehicles in 31 years of this gathering.

Participants were encouraged to pre-register (so we are given an indication of numbers of vehicles, number of people and types of vehicles). Pre-registered participants received a great package of information including a metal badge, calendar, (designed by Andrew McIntosh), important notes on different parts of the event, maps of locations we were visiting, stickers and Jeep Action Australia donated a magazine.

The main venues to view vehicles were Ball Park Caravan Park and the Corowa Airport. We appreciate the support that these facilities provide. Most of the other accommodation in town is booked out and if people are considering attending in 2011 the best thing to do is contact the Corowa Tourist Information Centre. They have been a great support and now promote our event widely. There was a display for 2 weeks in the Information Centre which created lots of interest and phone calls.

Upon arrival in Corowa on Saturday 6th March Craig and I were met by a number of enthusiastic participants. We were provided with periodic reports of where Richard and Veronica Davies were after deciding to drive their Jeep from WA. The Corowa Council had generously provided us with a Site Office, filing cabinet and had organised a cherrypicker for our photo shoot. Sonia and Andrew at Ball Park Caravan Park made sure the site office was clean and sourced some extra tables from a local sporting club. We set up our office on Sunday during the rain and thunderstorms, ready for the official opening on Monday morning at 8.30am. KVE members had nominated for particular time slots throughout the week. It was also great to see **people who aren't KVE members at the Site Office. They would have had the opportunity to meet some interesting people** from different parts of Australia and across the world.

We had a number of people arrive late Sunday who had been caught up in flooding at various places within NSW, Vic and Qld. **They were determined to make it Corowa. Fortunately the weather cleared up midweek and our activities weren't affected.** In the evening a number of us enjoyed a Carvery meal at the Corowa RSL dinner at the Royal Hotel. It was an opportunity for **those in town to meet. Richard O'Brien and David Blears from the Military Vehicle Collectors Forum, based in Qld attended** and it was an opportunity for them to meet some of our participants. They provided us with banners and stickers for the event which was appreciated by the members of KVE.

I stayed at the Corowa Airport on Saturday and Sunday night and was surprised when I saw Don Vallis's tent site nearly underwater on the Sunday morning. By Monday morning it was completely underwater and Don and Carol were forced to relocate. Tim, from the Jump Shak said he had never seen that much water at the airport. Some were referring to the area as **'Corowa Airport Lakeside Resort'**.

There were quite a number of breakdowns this year. It has been given the subtitle "Year of the Breakdown". We were told about a number of these including Stephen Smith's Blitz. Stephen had been working day and night to get his Blitz to Corowa. Fred Reeves assisted Stephen with the maintenance and driving. On the way down they had fuel and generator problems. They had to rebuild the carburetor on the side of the road. The first time Stephen drove the vehicle at Corowa he burnt out the No 5 big end bearing. Unfortunately it had to be transported home. What a memory for his first year at Corowa. Peter Robinson had problems while driving his Jeep over Mt Hotham when he broke the distributor shaft and had to have one sent from Maffra, 200 kms away so he could continue his trip. Thanks to Darrin Wright for this report:

I had an eventful week with the Dodge WC-52, just did not run right. We left Pt Cook at 0800 hr Tuesday and driving past Wallan it just stopped, then fired up again for another 100m then stopped, fired up again with a back fire. Pulled over and checked it out, pulled the top off the carby (on the side of the Hwy) and checked the jets etc and resealed it (produced the same symptoms as a previous breakdown). Continued on driving until the Euroa bypass section of the Hwy, then it started to run rough and miss, pulled over at a rest

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stop and checked it out. Pulled out a spark plug to check and tightened the manifold. Continued on driving with the engine producing a miss, until we arrived at Corowa at 1630 hr. Over the next 5 days I swapped the coil, changed the condenser, pulled the carby off and stripped it down replacing several fibre washers, checked the fuel pump for operation and flow, pulled all spark plugs to inspect. Ran the vehicle around Corowa with an intermittent fault the whole time.

Sunday morning we left with the Dodge fine until we got to Wangaratta, it then started to back fire and run rough. Drove around to the Glenrowan service centre thinking what have I not done? Decided to pull the fuel filter off and that is when I found the remains of the rubber gasket. It had dissolved and expanded into the filter bowl clogging the mesh element. Cleaned it out and cut a new paper gasket for the bowl and continued on to Melbourne with the engine producing a slight miss every now and then.

On Monday there was a steady stream of vehicles arriving at Ball Park to register in. By 6pm we had 63 vehicles. There was still rain but the weather report indicated the rain would stop. A number of the vehicles found tracks alongside the Murray River in a couple of different areas and participants enjoyed testing out their vehicles through the mud. A number of us ended up at **D'Amici's Italian Restaurant for a delicious meal.**

Tuesday was the day where people could go over to Wodonga; visit Toolles Disposals, take a look at the Toolles Warehouse and visit Bandiana Army Musuem. During the morning Prime and WIN TV came and did a story which featured on the news that evening. **Merv Kennedy's SAS Jeep featured very well. By 6pm we had 113 vehicles.**

On Wednesday we went in convoy to The Karinyah Apartments Aged Care Facility. There were a number of Jeeps and various other vehicles including Blitzes, Dodge Weapons Carrier, motorcycles, Moke and the Mack. Our visit was appreciated by the elderly people; some of whom told of their wartime experiences. In the afternoon a few of us went wine and olive tasting. There are some great wineries in this area which is probably one reason why we get more women attending the event now. Keith Webb (from Image Control) arrived later in the day and people had been asking for his 2009 Year of the Blitz and Year **of the Amphibian DVD all week. There was some great interviews and footage of our 30 year celebrations. If you didn't manage to pick up a copy email dominique@imagecontrol.com.au or phone 03 9429 3301. Keith couldn't wait to get out in the bush and film some of the vehicles going through the mud. By 6pm there were 145 vehicles registered. The Hotel Australia was very accommodating when we asked to book a room for a meal.**

With the large amount of rain earlier in the week the trip to Maurice Wilson's was a bit doubtful. Rick went and spoke to Maurice on the Wednesday evening and as long as people stuck to the tracks there would be no problems. A large convoy left from Corowa Airport on Thursday morning and upon arrival at the property Rick gave them instructions. It was great to see people took note of the instructions. Unfortunately we didn't have any amphibious vehicles present for dunking in and out of the water at this stage. The water level was quite low and dropped a few feet throughout the week. After the visit a few of us went to a location near the new bridge and found the 'mud baths'. There are some great photos of Tony Elliotts's Ford Blitz.

There was a last minute change of plans for the talk on the Normandy pilgrimage last year. We ended up at the Corowa Jump Shak where people were able to have a Gourmet BBQ. Final numbers were required by midday Wednesday so unfortunately some people missed out on this meal. Hopefully next year we will be able to promote this and there will definitely be an increase in numbers of people wanting the BBQ. It was delicious and well worth \$15. Thanks must go to Lang and Bev Kidby along with Leisa and Nigel Ward for the informative talk and photos. People were provided with an informative insight into the convoy of vehicles to Normandy in 2009 from Australia for the 65th Anniversary of the D-Day landings. Fortunately there were no huge problems, just a few breakdowns. Hans Spranger also spoke on a trip he wants to organize next year.

Sue and Leon Heynders were the organizers of the Friday trip to Chiltern. They did a couple of Recce's prior to the event and had contact with John McDonald from National Parks Victoria, the Chiltern Tourist Information Centre and the Wahgunyah Primary School. In each person's pack was a copy of the map where the trip would be going and unfortunately some people left their maps behind. Thanks for organizing this part of the rally. Here are two reports.

TRIP TO CHILTERN – By Joy Morely

Various Jeeps (Fords and Willys), Landrovers, Studebaker, Blitz and Scout Car left Ball Park Caravan Park around 8.30 and headed across the river to the Wahgunyah Primary School where we parked the vehicles in a bush block near the School. We were made very

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welcome by the teachers and children. After viewing the vehicles, the children hopped in for rides around the paddock. There were many squeals of delight especially from teachers as they bounced around the paddock on the back of the Studebaker. There may have been some excitable children for the rest of the day.

The convoy then travelled to the historical town of Chiltern. After a quick stop and meeting up with other vehicles, we assembled again and took off for the Chiltern National Park travelling through the bush on many dirt roads in clouds of dust. Some went the wrong way but eventually most arrived at the summit of Mt Pilot where we climbed to the top for a lovely 360 degree view and an interesting talk by the Ranger on the National Park. Some went on to see the aboriginal paintings but most made their way back to Chiltern for lunch and eventually Corowa.

A most enjoyable day was had by all.

Friday Trip to Chiltern. by Sue Heynders

The day started out at line up at 8.30am by 9am we were ready to depart for Wahgunyah Primary School, the only problem being that there were so many participants that we couldn't all fit around the school so had to go around the block to a vacant parcel of land. Here the children climbed all over the Jeeps, Landrovers, Studebaker and Scout Car. The children all enjoyed hopping into the Jeeps and also had quite an experience as all of them climbed into the back of the Studebaker and went for a drive over a mulch hill. Even school teachers were screaming with delight and laughing along with the children. The Jeeps and Studebaker took the children all around the paddock, with the biggest smiling faces of both drivers and children. Thanks to everyone for making this a highlight of the day for the children and we even got a nice thank you from the prep to grade 3 class and then the school captains from grade 4 to 6. After saying goodbye to the children we then headed to Mt Pilot, Chiltern.

On the way a lot of people joined the convoy and at last count we had over 3 dozen vehicles and a few bikes in the convoy. As we passed the Chiltern township some people decided to stop for a bite to eat. After Leon went and rounded them up, (as the break was not till after the bush run), we headed to Mt Pilot. After my great navigation, who moved the signs around and changed the road names? We finally arrived at Mt Pilot after the long way around where John the Parks Vic ranger gave a talk to all who managed to climb to the summit to see the spectacular views. At Mt Pilot we heard that a few people had got lost or had broken down but managed to catch up with the main convoy. After Mt Pilot people were getting hungry so decided to go directly to Chiltern for something to eat, so 5 of us decided to continue to the Aboriginal Rock site. This is when we broke down and had all the Queenslanders giving us a push to start again. It was all the bouncing around on the bush track that loosened the battery terminals. Once fixed we then went to Chiltern for a great meal and some drinks. Everyone headed back at their own pace to camp, as there was so much to see at Chiltern. We hope everyone enjoyed themselves and forgive me for my navigation skills, but we still had a heap of fun in the bush.

I was invited to attend a function organised by Hugh Davis at Joint Logistics Unit, Victoria. There may be an opportunity for people to view these facilities while we are at Corowa in the future. We will be discussing this further during the year.

DUKW Dunking and salvaging of Tim Scriven's DUKW occurred on Friday. (Not just once but twice.) This is a recent acquisition for Tim and he had a few experts on board to give him some lessons. In case of any dramas Mark Weltner's Mack (the largest vehicle in town) was not far away. Tim was dying to get the vehicle into the river and when he did he learnt various ways to get himself off snags. I missed the first 'dunking'.

Upon arrival back in Corowa I received a phone call from Tim saying he had the DUKW back in the river. He provided me with the details of the best viewing spot and upon arrival found the DUKW was stuck. Two GPA's assisted with the evacuation of people off the vehicle and then once a D shackle was found the vehicle winched itself out of the water. The whole drama was filmed for the next Corowa DVD.

The Stuck DUKW by Tim Scriven.

Well the high and the low of the event was Friday for me, after a good look around with the help of David Bush who waded through the Murray we launched in from the Victorian side as the lagoon was way too low.... (The whole river was too low) It was quite different in the current and for that it was well worth the effort, plus the smiles on people faces, but then the water level or lack off level began to be felt, we got stuck. This was a bit of a drama but nothing that a winch cable a snatch strap and a WW11 Jeep could not fix. Many thanks to Scott Rough for supplying the jeep and the motivation to get us off the log. Nothing to it.

Later that afternoon there were a couple of people that I had promised to take for a swim so we had another swim, carefully missing the snag from the morning we floated (more like waded) down through the bridge and then headed back to the beach, having made note of a tree as a landing point from the morning. I was going to take Keith Webb, Jan Thompson and Aaron for a swim then park the DUKW as the level had dropped even from the morning. As Keith was waiting, he of course was filming the approaching DUKW, well we will definitely be on the DVD is all I can say. We found another larger snag, this time between the front wheels and the centre diff, the current was our biggest problem it was holding us on the log.

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At this point a number of mobile phones were getting very hot to say the least. Thanks to Dave Argles for providing advice from the riverbank. We got a couple of the GPA's to remove 'the women and children', and no I was not going to go down with the ship, but would be the last one off it came to that. We had a small Honda pump on board that did a wonderful job of keeping everything dry. After the majority of the passengers, camera's and mobile phones were removed we passed the winch cable through to the front of the DUKW and then Ron Fitzgerald from the G503 web site in the US carried the cable to the Victorian side of the river in one of the GPA's. It was attached to a large Gum tree by a snatch strap and then we proceed to winch our selves off the snag. Sounds easy, to say that there were a few worried people and very long minutes would be an understatement.

It was an incredibly interesting and valuable experience. The capability of the vehicle was shown to the crowd of people that suddenly appeared on the bank and to those that were in the DUKW on the river. I am now organising a much more exhaustive kit of recovery equipment for the DUKW. To start with a very nice navy 2 Pdr anti aircraft galvanized ammo box has the snatch strap that I bought at the auction on Saturday night, several D shackles, gloves and other bits and pieces.

After a ride in Mitch Groves GPA I ended up back at the lagoon. David Boocock from the UK introduced himself to me. It was great to be able to put a face to a name after corresponding via email with David. We had a number of overseas people including: Carl Barredo and his nephew from California, Oliver Barnham from the UK, Dave Aro from California and Ron Fitzpatrick from the G503 website in the US. A number of people came across from New Zealand. This included Clark Ross, Darryl Lennane, Murray Oben, Jenny and Ray McKinney, and Marilyn and Tony Comber. We also had more representatives from WA. This included Bruce McDougall, Wayne Henderson, Phillip Thompson and Richard and Veronica Davies. Jared Archibald, who had attended for a number of years now from Darwin also bought his family along for their first time.

Over the week many of the vehicles had found good mud holes and quite often the vehicle and the crew came back covered in mud. I went across with a number of vehicles to Wahgunyah and turned right after crossing the bridge. There was a number of interesting bogs. **Dutchy had to be pulled out a few times. Mark's Mack capably got through and Peter Kunz was determined to show how good his VW was.** We now had 242 registered vehicles by 6pm. John Oldenmenger held a drivers and marshals briefing at the Site Office. Participants were provided with detailed information on how the vehicles were to be lined up at Bangerang Park and also out at the Corowa Airport. Ian Williams had organised a dinner at the Old Empire Hotel at Wahgunyah for MLU forum people. Approximately 20 people attended and the meal was delicious and served quickly.

The Saturday is the day people look forward to most. For me it commenced early and was a busy day. A knock on the door and a delivery of homemade pancakes from Ian Williams at 7am was a very nice gesture. Sarah Bush, Craig Stathis and I put on our KVE fluorescent jackets and positioned ourselves at Bangerang Park ready to sign in people who had arrived overnight for the parade. We ended up with an extra 24 vehicles. People were encouraged to arrive at 7.30am and fortunately people took notice of this. Marshals were designated to control various vehicle types. The marshals were: Murray Oben, Clark Ross, Rita Thomas, Peter Sabey, Ray Kickert, Hugh Davis, Mark Weltner and Craig Brennan. John was extremely impressed with the work done by the marshals.

I left Bangerang Park at 8.55am and upon arrival at the Corowa Airport noticed the Cherrypicker hadn't arrived. After a phone call to Rick who gave me the mobile number for the Shire Engineer it arrived at the end of the parade. I filmed the parade from just near the entry to Corowa Airport. It was long and extremely well organised. The occasional break between vehicles meant there were very few traffic holdups outside the airport. Sighted this year were the Queen and Prince Charles in separate Jeeps. At the front of the line up was what we classed as 'Early Jeep and Special Jeeps'. This included a MA Willys, 4 GPA's, Slat grills, Fire Brigade, SAS, 6X4 Jeep, First Aid Jeep, and imitation railway jeep. The motorcycles flanked this line. The other Ford Jeeps and Willys Jeeps were lined up behind. Each Jeep was given a tag to determine whether they were Ford or Willys. Early Jeeps had a white tag, Special Jeeps had a green tag and late or modified Jeeps had a maroon tag. This ended up being a very effective way to group the Jeeps. The other vehicles were lined up in groups behind. The photos taken from the cherrypicker were fantastic! We had great weather and the Rotary Club did a roaring trade. It is great that the Rotary Club organize this function for us. People are only charged \$5 per site and there are usually many bargains to be found. After seeing the airport the weekend before it was hard to believe it was nearly totally underwater. At 12.30pm the group photo of MLU forum members was taken in front of the Willys MA.

Scott Rough organised the Motorkhana at 1pm. There was plenty of video footage taken by Andrew McIntosh. Here is Scott's report: *The Jeepkhana as it became known was a simple run. Slalom through a set of cones with a figure 8 at the end. Then it was into the refuel bay where the driver and passenger had to move 2 jerry cans from one side to the other. They then had to reverse over to the Ostore and collect the 4 supply boxes and stack them at the back. Then into the RSM's Office which was a bay that the passenger had to hop out and touch the cone. The passenger then had to guide the driver backwards through the cone. The driver was not allowed to*

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look rearward and must follow the passenger's instructions.

This became quite comical as people tried different ways to convey which directions to go. We had a number of Vehicles have a go of course the Jeeps, a MUTT, a Landrover which did it with regal elegance, a motor cycle and the COW Blitz. I even decided to do it with the Jeep and Trailer. The competition was not with each other, but ourselves. We had to beat our previous time. The guys in the Mutt TRIED SO HARD THAT THEY RAN OUT OF PETROL ON THE FIGURE 8.

I must thank my comrades from AAVA , Yowie, Dave Argles and not to leave out our man in the red jeep and he was seemingly everywhere and doing everything Craig Stathis. A few more obstacles would be nice next year as it makes it a little more interesting. Next Year would be nice to have a few more people assisting as standing in the sun for an 1 1/2 is a little too much. Thanks for all those who had a go and fun I hope.

Rob Jacobs was left in charge of the Billy Cart races after Euan McDonald was unable to attend due to work commitments.

Here is Rob's report of the activity: *The billy cart races had 2 teams show up with their billy carts. One was made from wood with rope steering and had a Blitz seat which was a perfect height for pushing. The second was made from metal it had bike wheels, proper steering, it even had suspension. It was in the shape of a Jeep and even had a Jeep tail light. One team consisted of two boys and three girls that was the Jeep team. The Blitz team had four girls. The races were held on the oval and had a track marked out with witches hats. They had a series of races over a short course comprising of weaving in and out of the witches hats and a straight line to the finish. Many races were held with all drivers competing one lap and then swapping with the pusher to do another lap. I am sorry to say that there are no Official records of who won each race and no time trials were held. Both teams were pretty close in winning races, lets hope there will be more teams next year. A big Thank you to all the helpers and parents.*

On Saturday evening the auction and presentations commenced at 7.30pm. We had received some great donations and Steve Grantham , the local Corowa Auctioneer provided entertainment and encouragement to bidders. Thanks to the many people who donated items for auction. The most expensive item was the official Corowa 2010 banner donated by Tony Dwyer. Thanks for this and the stickers. After part of the auction we stopped for presentations and a few speeches. It was an enjoyable evening. Awards this year were as follows:

- Hard Luck Award: Stephen Smith.
- 2 Breakdown awards: Fred Reeves and Peter Robinson.
- Longest distance driven in a military vehicle: Richard and Veronica Davies who drove 3811kms from Western Australia.
- Second longest distance driven went to: Neil and Gloria Zwisler from Bundaberg, Qld who travelled 3305 to attend the rally.
- The Encouragement Award was given to Peter Kunz (Junior) who enjoyed himself by checking and changing lightbulbs on vehicles
- We decided to give Tim Scriven the Reef and Beef Award for the Stuck DUKW.

The People's Favorite Choice award went to the 1941 MA Willys Jeep owned by Bruce Brown. Tom Rolfe also received an award for doing most of the restoration on this vehicle. Keith Webb has provided me with some information on the vehicle, owner and restoration.



■ Shown above is a Willys MA (s/n 79108) near Camden, NSW, Australia. It is in poor condition, with most of the back missing, but the farmer-owner won't part with it. The Willys MB sits in



2010 Event Rundown

This is the Story of my MA Willys by Bruce Brown of Glenmore NSW

In about 1970 I bought an MB Jeep and used it as a second car. My brother Kevan told me about another old Jeep that was parked in an apple orchard overgrown by blackberries at Oakdale owned by Norm Heise who had purchased it from McAleer Motors of Camden. I believe it was bought by McAleer as a disposal lot from the army after the war. Heise used it for years as an everyday vehicle then fitted it with a 20 ft trailer to bring the fruit out of the orchard. By the time I found it most of the back was cut off from behind the front seats and a turntable fitted, the entire front was complete, including the motor, honeycomb radiator, instruments, including the grill and front guards. I bought it mainly for spare parts but because it was different to the MB I had, I tried to find out more about it. But no one knew anything I was told it may be a civilian model Jeep.

Then, in 1992, we had our first trip to the US and while we were there we visited the Jeep Factory in Toledo Michigan. We went through the factory and afterwards we were invited by Joe Honica to have a look at the Jeep museum. He then took us to the board room and I asked Joe about the jeep I had. It was at that stage that our 9 year old son Andrew spotted a picture of a Jeep on the wall and said "Dad that is like yours", Joe said "you wouldn't have one of them we don't even have one like it here. That was the Proto for the first Jeep made by Willy's". When we got home we sent the numbers back to him and he confirmed that it was definitely an MA.

On another trip to the US we visited Ken Hake and after reading an article on MA's in JP magazine (US) I asked him if he would be interested in doing something with it. Because I would have had to send it all to the US, I decided to do it here. It was good though to see a few MA's in completion at his workshop and he did give me a Manual on the MA's which was a big help.

So the long journey of restoring it began. While I was looking for someone to take on the job of restoring it I was introduced to Tom Rolfe by Ray Kickert at an Anzac Day march in Camden. Tom said he would have a look at it and after looking at it agreed to take on the project. I then had to find the parts that were missing and have the instruments restored to working condition.

Andrew (the 9 year old son, by now a 23 year old) found a site in the Czech Republic that made body's for the MA's. The language differences were proving to be a major problem but fortunately Tom Rolfe introduced me to Peter Kunz who still had a brother in the Czech Republic and he negotiated the price and the means to pay for it. The body was spot on and went straight on to the chassis. The mechanical's then had to be found.

The gear box came from Wayne Dowedel in the US who owned an MA and had a spare empty gear box case. It had to be reconditioned so I organized for Wayne to send it on to Ray Fitzpatrick to have new gears and bearing's fitted. I got the reconditioned diffs and housing from Max and Neil of Marathon Spare's Tamworth. They were a great help in locating many parts along with Tom, who made up the gear linkages and lots of other parts that I couldn't find. By gently rubbing back the paint he even found the original hood numbers from the army. I had tried a few times but he knew where to look and while I thought it would be white he knew it was blue. Gary Christensen also sent me a link for a MA generator in Italy. I bought foot pedals and other parts from Wayne Millburn from Queensland and I then came into the 21st Century and became an eBay searcher for parts. There are probably more that have helped along the way and I thank them for it and the encouragement to get it finished.

I am still trying to find the correct clips for the half doors and hood. I owe much appreciation to Tom and Di Rolfe of Tahmoor who without their help and Tom's expertise on Jeeps it would not have happened. He never gave up and we had it completed to take to Corowa 2010 for the Year of the Jeep. Who would have thought an old jeep in an apple orchard would become such a satisfying and time consuming project. Thanks again to all who helped along the way.

Lynda Toohey represented Jeep Action Australia and she presented some awards:

- Longest travelled Jeep (under its own power) This went to Richard and Veronica Davies.
- **The Oldest Jeep at Corowa.** This went to Bruce Brown with the MA Jeep.
- Most used Jeep (every day driver, long trips, 4wding, etc) went to Geoff Vieritz.

Tim Scriven ended up with a 12 month subscription to Jeep Action Magazine after his DUKW Dunking attempts.

Each participant received a Voting form and had the opportunity of suggesting a theme for 2014. The final decision was Year of the Ford and WW1. In 2011 the theme is Year of the British and European Vehicles, 2012 is Year of the 6X6 and 2013 is Year of the Trailed Equipment.

A large number of participants left for home on the Sunday. After a KVE meeting at 10am where we commenced planning for 2011 and received some great comments, we sorted out the Site Office then had some time to enjoy ourselves. A group of us went over to Cofields Winery and had a nice lunch, tasted chocolates and wine associated with the Tastes of Rutherglen. Ap-

2010 Event Rundown

proximately 50 people attended the final dinner at The Royal Hotel in the evening. The RSL Carvery is usually on our program for the final Sunday night but with the difficulty providing numbers to the Club we changed the venue. The Hotel was just ideal.

It was great to see more families attending this year. The Stephens family from Warren came down with 3 Jeeps and a Studebaker. There were a number of couples who both had vehicles to drive. Sarah Bush wants to share this report:

Encouraging the families— Sarah Bush

Well, I sit here and reflect on yet another trip to Corowa, from where I sit there are still washing baskets of washing to put away, sleeping bags that have not found their way to the cupboard yet, half a tent and numerous other items from our week away. Last week I could not get back to “normal” life, I came home from Corowa in holiday mode and that’s where my brain wanted to stay!!

In saying that, it was busyness and relaxation rolled into one. The kids enjoyed long hours in the pool, we probably ate far too much and the kids enjoyed riding their bikes around the park and going for longer exploring rides with their Grandpa. David’s mum and dad go every year but this year my mum and dad joined us too, so we had a lovely family time. One highlight was “Ninja Nan” and “Gladiator Gran” battling it out on the totem tennis – we are all still laughing about it!!

Perfect weather and even some rain didn’t dampen our spirits - last year we ended with heavy rainfalls, this year we started with them.... was an early night the first night, not much to do when it rains and you are in a tent – was a good excuse to just go to bed.... and we did! I enjoyed meeting lots of new faces mainly due to being rostered on at the Site Office. It was nice to see other committee members, who are usually worked to the bone, be able to relax a little more this year because of the extra help in they had in this area. I think the roster was a great idea.

I loved helping Jan marshal the vehicles on the Saturday morning waiting eagerly to see where the final count would end – and even then it didn’t stop there. What a year this year was – makes you wonder if we can really keep topping the record.

We didn’t go on any of the “planned” trips, but still we enjoyed entertaining ourselves in and around Corowa. Just sitting under the trees in our camping spot with a cuppa was nice enough. Relax and unwind. The highlight of our trip in recent years seems to be the Auction Night. We have a lot of fun bidding on stuff whether we need it or not. Although this year that was kinda overshadowed by a big green DUKW getting stuck in a rather shallow Murray!!! And NO WAY KNOWN were they letting my Triton anywhere near the waters edge to give them a tug to freedom. The only help Scrivo was accepting was from a “green” coloured vehicle! (although the onlookers had some say in this too – while there was a Jeep or 2 around – that was good enough!) So thanks Scott for rescuing them – my husband, father, son and his friend were on the vessel stranded at sea..... So what does he go and do again..... well that’s what Corowa is all about, getting out your vehicles, testing out your vehicles, seeing what you can do with your vehicles and winning a certificate for your vehicles – stuck or not!!!

I was thrilled to see what seemed like more families this year. I was certainly introduced to more wives this year than any year. You didn’t have to ask most of the kids twice if they were having a good time. I love catching up with our “once a year” group of friends, see how the kids have grown and fill each other in on the year that has been, that’s if you haven’t already been keeping up on Facebook! Having more vehicles is a tangible record to break, but in my book, all the extra people is just as special.

I already have the weekend booked in again for next year. It’s been about 17 or 18 years we worked out since I went to Corowa for the first time – with my then boyfriend, now husband of 15 years. We missed a few along the way – but only one in recent years. I even managed Corowa once when I was 37+ weeks pregnant. Had the bag packed and knew where the hospital was – she was still a week overdue!

Thanks again too all the committee and members for organising a great week, to the “extended” Corowa family – Caravan Park, Jump Shak, Shire, etc for making our stay a pleasant one.

There are many people to thank and hopefully I have covered them in my report. The current committee and members of KVE have helped share the load. If you are interested in joining KVE Inc download a Membership Application Form from our website. It will provide you with opportunities to have more of a say in the running of the event. It is also great to have participants help prior to and during the event. It does take 12 months to organize and hopefully there will be more people who

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offer to assist in the future. Rick Cove, Maureen Bell and Tim Scriven have been there in the background providing lots of support and have been able to take on different roles as required.

Hopefully people got home safely. I was made aware of a few breakdowns such as this report from Tony Elliott: *Corowa is a very different event when you bring your own vehicle. Not to mention you feel like you've made a significant contribution to the richness of the event. One hiccup on the way home - one of the Brass screws located at the front of the bowl in the Carbie came loose and fell out. You could tell instantly as the truck instantly smelt like a fuel tanker. Oh dear..... this occurred at Howlong.....what a dreadful place to stop. A quick refit of the screw interrupted by a few Latte's under the big London Plane trees and I was off again.*

No further incidents other than some fuel filters at Lockhart. Had a great yarn to the guys at Billabong Motors and a good coffee. Here is another from Colin Morely (who transported his Blitz on his Dodge truck): Our trip home was eventful. We needed a new tyre for the truck at Seymour and 9 kms out of Seymour the Dodge backfired and stopped half way up a hill and on a corner (panic broke out) The battery died and then we swapped the battery from the blitz and thankfully the dodge started again. Thank heavens for the blitz!!! We arrived home at 7.30 after 530 kms from Corowa.

Rob Jacobs provided the following: *We had a break down on the way home. The Blitz broke the timing gear, broke 2 rockers, bent 3 valves and cost \$800 to transport home the following day. I spent a very noisy night on the Hume Highway just outside Holbrook. Anyway that's part of the fun !!!!*

There has been a suggestion of encouraging people who have anything amphibious to attend. The origins of the event were related to military amphibians but there are a low number of these vehicles. We get interest from people with non-military amphibians and we are not a closed group of people. It is important that we accept people who come along with different types of amphibians to keep the origins of the event alive.

We have continued to get great publicity. Look out for articles and photos in 4X4 Australia, Jeep Action Australia, Military Machines International and The Pathfinder. The local newspapers, radio and TV station featured our event prior to us arriving, while we were in town and after the gathering. Information on our event can be found on www.corowaswim-in.org. A number of forums also have threads relating to the gathering such as MLU Forum, MVCA Forum, G503.com Message Forum and the HMFV Forum.

An American perspective from Dave Aro. Member - MVCC of California

I was invited to this event by Ron and Jan Geddes whom I had spent the 65th anniversary of D-day with in Normandy. Since we have had numerous meetings in various parts of Europe, I thought it would be nice to visit them at the Australian meet there in Corowa if at all possible. Ron, Jan and Leon Heynders had offered to arrange a spot in their camp and the opportunity to enjoy the rides and swap meet that they have at this meet. Since it really sounded like it would only cost me a plane ticket and some ground transportation to get to the place, I figured what the heck, you only live once right? Then I got to discussing the trip with Ron Fitzpatrick (G503.com). He too wanted to attend. So there you go. Two guys wanting to attend the same event who were leaving from the same airport and at the same time? It was a no brainer!

On arrival at Corowa, we were greeted by many of the club members from the various Australian clubs. Queensland, NSW and Victoria guys (and gals) all introduced themselves and were very friendly. I really enjoyed their genuine friendliness and their interest in the good 'ol jeep. Lots of the guys asked how this Corowa meet compared to meets in the states. Ron and I both had to agree that the meet in California (Tower Park) was similar in attendance but this event seemed to have had more hardware. Jeeps, GPA's, trucks and such were in great abundance here. Rarely do we see a MA, GPA or a Studebaker. It does seem as though we do see more swapping and selling going on during the week at our meets. I think I should say that the big swap meet that you all had on Saturday was really cool. There was stuff there that I hadn't seen in the stateside events for quite a long time. It can be said that there is a lot more of what appears to be NOS jeep parts still available there in Oz.

Aside from the friendship and superb arrangements provided by our hosts, the highlight of the meet for me was a ride in a GPA up the river. It was a fairly short ride for me because of an incident involving the rescue of the passengers in a DUKW that had somehow lost traction on a sand bar. The DUKW was listing quite precariously. I was taken back ashore to provide room in the GPA so it could act as a water taxi for the passengers stranded on the DUKW. Watching that scene and the self-extraction of the DUKW by the winch and potentially sacrificial eucalyptus tree was quite fun. I have to say you "blokes" put on a good show!

2010 Event Rundown

The parade on Saturday was incredible and by far the most WWII jeeps I have seen in one spot. I think there were at least 175 jeeps there. INCREDIBLE! Both Ron and I watched it from the sidelines on the main street there in Corowa and considering the number of participants, we were totally amazed at how organized and efficient the parade went. Kudos to the participants for your effort. Getting that many people on the same page was a pretty neat feat.

Only one complaint. Is there some way to stifle those darn kookaburras in the early a.m.? I swear, I thought Tarzan and Jane were going to come into the tent and drag me out of my bed. All in all, it was a really fun trip. I got to see the other side of the Pacific and to really get a feel for what you all enjoy. Thanks to all of you for your hospitality. I hope to return again someday.

A British perspective from David Boocock

This was my first time at Corowa for 'The Swim In' and 'The Year of the Jeep'. I had arranged to meet a couple of guys from G503.com, which is a forum mainly for Jeeps, but also includes other military vehicles, Ian Fawbert and Jeff Gordon who looked after me.

The atmosphere was well relaxed and everybody was very friendly. I met a guy that moved to Australia from my town in the UK 30 years ago. **The weather was good also, loads better than in the UK!! I managed to grab a ride in Dave Stafford's Seep, a first for me.** Also grabbed a few Jeep spares from the Swap Meet. I met loads of people with the same interests as myself Military Vehicles. This was a Great show and I will definitely be saving up for a return visit.

Military Vehicle List for 2010: total 266

96 Ford Jeeps including 2 Mutts and 4 GPA's	1 BMW R71 Motorcycle	1 DUKW
84 Willys Jeeps	1 1991 Yamaha XT 600 motorcycle	4 US6 Studebakers
9 Blitzes – 6 Chev	3 Harley Davidson motorcycles	24 Landrovers
3 x C60L,	1 Indian 741B Motorcycle	1 M3A1 White Scout Car
1 X C15,	6 BSA Motorcycles	1 GMC CCKW Truck
1 X C15A	3 BSA Folding Para bicycles	1 Humber FV1600
1 X C8AX	1 1953 Ford 4 Ton Troop Transport	1 Kubelwagen
3 Ford	1 Ford M8 Greyhound Armoured Car	1 VW – 82 E
Sedan		
1 X Cab 12 F60L,	1 Humvee	2 Austin Champs
1X Cab 13 F60L,	1 1979 International 510 A Acco	1 International Mk 5
Tipper		
1X F60S 400 Gallon Tanker	1 RAAF Chev Master Deluxe Staff Car	1 Skoda 1101
Staff Car		
2 M37 Dodges	2 Unimogs	2 Hafflingers
1 WC 62 6X6 Dodge Weapons Carrier	1 NM Mack Gun Tractor	1 Leyland
Moke		
4 Dodge WC 52	1 International H Model Tractor	1 Inter-
national A17 Tractor		
1 Dodge WC 51	1 Chev Truck	1 1941 Ford
01T 30CWT		
1 Dodge WC23 Command Reconnaissance	1 Oz Amphibian Platypus (not military)	

Written by: Jan Thompson

Secretary & Publicity Officer of Khaki Vehicle Enthusiasts Incorporated

Warbirds over Wanaka

WARBIRDS OVER WANAKA by Dave Argles

Saturday 3rd and Sunday 4th April 2010

Our group departed Queenstown on Saturday morning at 7am for the hour and a half bus trip to Wanaka **Airfield, encountering many caravans and RV's along the way. Later we were told that 40,000 people attended on Saturday and 50,000 on Sunday.**

On arrival at the bus parking area, we walked through the static display area; military vehicles, re-enactment groups, kerosene engines and of course planes and helicopters. All the hangers were full of souvenirs, local produce, antique cars and did I mention, PLANES!

The Wanaka Toy and Vehicle Museum is HUGE and well worth a day on its own but as usual I didn't have enough time.

The Air Show started at 10am and our seats were situated right in the centre of all the action. Here we stayed, glued to our seats for the rest of the day as the programme did not stop (even for lunch!). There was something happening all the time. The commentary was very good, giving the technical details and the histories of the planes and pilots. Also when to cover our ears as the RAAF attacked the field. WOW!

The programme began with a Tiger Moth display (to music), followed by helicopters from the NZ Air Force, 4 Australian F/A-18, Harvards, a fully restored Spitfire and Zero, Wing Walker, aerobatics, parachute display, DC3, Catalina and much, much more.

The whole event was excellent and a credit to all who were involved. It was great to see people from Corowa, AMVCS and AAVA, some of whom were involved in the re-enacted mock battle display. Smoke filled the air as rifles, machine guns, 105 and 25 PDS were fired.

The finale was a very spectacular and moving re-enacted tribute to our veterans complete with sound effects, music and pyrotechnics. That was awesome!!! I will be back in two years time.

Bundaberg Swim In

Bundaberg Swim-In 2009

What was essentially the inaugural Bundaberg Swim-In, **was held over the June long weekend, on the property 'Jedburgh', on the banks of the Burnett River.** The event was organised by the Military Jeep Club of Queensland.

'Jedburgh', is picturesque place.... rolling, green, grassy hills sloping gently down to rainforest gullies and the river, which is quite wide, due to being the backwater of the Bingera Weir. The river itself, accessed by two concrete boat ramps, was the perfect venue for amphibious vehicles, giving ample space for all to be on the water together.

The weekend was well organized with a day trip to Kincoona and the beach on Saturday, a forest drive ending at the Cordalba Pub for lunch on Sunday, and various interesting and fun events during the other times, which involved joy rides in the amphibious vehicles, paddle powered No4 trailer races on the dam, the floating of a GPW in a tarp and the loading of a GPW into the DUKW by a Kenworth wrecker.

The Australian Bunker & Military Museum Project had a stall, and it was very interesting to chat to the fellows who manned it. Their enthusiasm had to be experienced!! If as they say, there are as many vehicles and equipment as they suspect still buried in bunkers all over Australia, then there is a goldmine of yet to be acquired goodies just waiting to be snapped up.

On Sunday afternoon, a number of attending vehicles lined up in the paddock for a photo shoot.

I attended in our 1964 Series 2a SWB General Service Land Rover. I was with a small group of Land Rover enthusiasts, all members of the Registry of Ex-Military Land Rovers (REMLR-see www.remlr.com), who had driven up from Brisbane.

So...vehicles...

There were:

5 Land Rovers...2 Series 2a SWB GS's (one towing a Track trailer), a Perentie towing a No5 trailer, a S2 Workshop and a S3 Workshop.

2 Buffalo landing craft

10+ Jeeps, some towing No4 trailers

5 Jeep GPA's

1 DUKW

2 Blitz's

A number of Dodge Weapons Carriers

A Bren Gun Carrier

A Scorpion tank

A Stuart tank

A Studebaker US6

A Kenworth wrecker

A Ford M8

An interesting bike with an axle rear end

A generator

Bundaberg Swim In

All up a guesstimated 50-60 ex-military vehicles

I have to say that I thoroughly enjoyed this meet. Maybe it was that everyone was camped together, and that the whole event was less formal and more relaxed. Maybe it was that I got to ride in the Buffalo on the river. Maybe it was that everyone was **so friendly and in such good moods....whatever the reason it was great to see the vehicles doing what they were designed for**, either charging across the hills flat strap or plunging into the murky waters. At all times any number of vehicles were on the move around the campsite and surrounds.

By Pat Stedman



Khakicollectivitis—by Ian Williams

Khakicollectivitis by Ian Williams

For several years I have tried to acquire a Willys or Ford Jeep to compliment my other vehicle, but was resigned to the fact that all of the jeeps I had looked at exceeded my budget by a few thousand dollars, I had looked at lots of examples, and there seemed to be four types of Jeeps. Restored, lightly restored, fully restored, and basket cases. Only one type I would be privy to and in NSW, there are not that many available due to areas being well picked over and the scrap drives of the last decade saw a lot of old vehicles end up in the furnace.

I was mindful of Neil Goodrich supply chain and had a Jeep spares book, which I was mailed to by Max Goodrich in 1986. Yes 1986. So I was well aware of the costs of restoring a Jeep and the completeness of most basket cases.

In the 1990's I was one of the first people to have internet access, and I realised the potential of this tool to locate vehicles. Today its a different world: I searched a few old leads I knew of. Some vehicles I had driven as a teenager were long gone, and visiting one farm near Bega (I grew up there), where I knew that there were several jeeps, I decided to take a visit in the hope of purchasing one and restoring it. The present owner assured me that the vehicles went with the previous owner. I took careful note of the snarling dogs and timber slabbed hut I had spent time at as a kid. There was no way this fellow was going to part with his secret cache of 4 World War Two Jeeps. He was surprised I knew of them and he was very guarded once I mentioned them. Oh well perhaps you can 'barn find' them in years to come.

Jan asked me to submit an article for the newsletter and writing now, I have realised that there are many facets of the tale so I will focus on her request.

Last year out of sheer stupidity or a mouse click I purchased a Series IIA Land Rover GS Panel Van from a fellow at lightning ridge. I have embarked upon a 'clean and tidy' to this vehicle, but being a Land Rover you need a few to make one. You also need a large budget, good skills in electrical work (lucky I am an electrical fitter) and patience. After 8 months of hard work we christened this vehicle 'Bradley' after the Bradley Personnel Carrier, which ran a similar military budget of 30 billion dollars - nothing short of excessive! Bradley has run a close second but is now painted and running but requires some mechanical repairs. (See photo).

I have to remind you all I am NOT in love with Land Rovers, ok. They are just a vehicle to me...BUT.

Late last year, I was offered two 88" Short wheel base models from another military collector one as a goer and one as a donor for parts. Now: I know what you are all thinking... I am mad...I have stepped away from my Jeep focus and into Land Rovers. I too was wondering about this and some sleepless nights followed as I tried to 'love' a Landy. In the past I had always bought what I *wanted*, but this was more about what I could economically support, supply & repair...

My logic was:

It was basically a jeep of a different company,

It was definitely an 4x4 ex-military vehicle, with some very high pedigree,

It had a soft top,

There were plenty of spares available and a reasonable amount of information available to learn about the marque,

It didn't take up a lot of room..... and,

in 12 months I had acquired three other land rovers for spares, and,

I already had *Bradley* the 109" Panel Van Land Rover so I was already 'infected' with a lot of parts.,

Khakicollectivitis—by Ian Williams

So my *decision*: I took custody of the little 88" Land Rover and its brethren as a parts donor. It turns out that this 88" is one of the few Rovers which went to South Vietnam on HMAS Sydney and is still around. I may have well seen it on the news as a kid, or perhaps one of the many veterans I knew had ridden in it. Over the last 7 months I have begun to acquire the missing items like tool brackets, pintle, mirrors, wiper motors, Tac plate brackets, blackout lamps and the like. Not an easy task anymore, as these special army items are drying up fast as the collector desire for these vehicles is growing quite rapidly. I have a few items to get yet, and in the photos you can see I am removing the firewall from the donor 88" Civilian Series IIA, It is a common trait in Land Rovers that the firewall is rusted out and I have been told that replacement surgery is only conducted in dire cases, most Land rovers with terminal firewall cancer are destined to the scrap man, but in this case I didn't see it being a challenge as the whole lot can be replaced and a better example sourced. I was *lucky* enough that the previous custodian had done the hard work of sourcing a donor vehicle albeit a civilian version.

I am not afraid of rust, nor *the 'Boltolgy'* *of Land rovers, I have to say Three Cheers for the whole lot being segmented and not welded together. The rust occurs due to a lot of double panels and due to the fact that the steel was not galvanized, and mud plus steel equals rust. So firewall *replacement* is not as harrowing as one expects, and, if I can remove the corrosion issues on the Army Land Rover the rest is simply clean, repair, straighten, and assemble.

On the ANZAC weekend I was *supposed* to have my Panel Van (Bradley) running for the Greenwell Point Service (NSW), but that has not happened due to my mechanic falling ill and some mechanical repairs. In the photographs you can see I have removed the bolts to take out the firewall, which takes the best part of half a day. This will then be stripped of its accruements (such as the civilian brake and clutch assembly pedals etc) After this, I will get the firewall sandblasted and repair the rust, as well as replace foot panels and plates. The firewall will then be galvanized so as to prevent future rusting.

You're probably asking if I will have the small Land Rover ready for Corowa next year? No not restored as I will be plodding away with my *other* project. My yard also contains a Ford CMP (Blitz) which is awaiting my labor it is a very patient old thing and is getting my full attention this year. I want to finish it for 2012 for its 70th birthday.

I guess you will see me at Corowa again in 2011, in a beat up old Landy with an interim permit. Or perhaps in my Blitz. Or maybe in my Series IIA Panel Van. Only 10 months to go!

I would like to thank Mark Sierant for diagnosing my condition: *Khakicollectivitis*.

**Boltolgy* is my own term for the over engineering used in Land rovers and other 1940's 50's and 60's to substitute the need to weld panels together as is the normal practice in monocoque vehicles of today.

I would like to say, Corowa has changed my life forever in many ways. It is an anniversary of a passion I waited so long to enjoy. I am pleased that the event is attracting families, this will grow the event as more people see it as an exclusive holiday to also enjoy their passion. My family enjoys it as much as I do, and I look forward to meeting everyone in 2011.

Ian

Khakicollectivitis—by Ian Williams



Boys and their Toys

Boys and their toys; the quest to fully road register a left hand drive WW II jeep

By Bob Johnston
Prologue

This saga has its origins in a small town called Ashford, north of Inverell in northern NSW where I spent my childhood. Both my mother and father were returned service persons and a family friend and local garage owner had a WWII jeep which he used as a shop vehicle. These factors started my interest in WW II history, which in 1955, was *recent* history and the role the humble jeep played in that conflict.

After an impoverished apprenticeship, married too young, a family, a mortgage, a divorce, a property settlement, child support, **marriage again, more children and another mortgage, I found a few spare dollars in the 1980's to put towards my dream of owning a jeep!**

Kate, my very supportive wife, had learned to drive in a jeep and her farming family gave me what was left of it after her brothers had pulled it apart to build a water tanker.

My first purchase of a jeep was one which had sat in a paddock for twenty years. I now had the makings of a complete jeep, still no useable engine or gearbox but restoration was under way, I was going to realise a dream!

Then the crunch! It was 1990 and a bloke said to me "you know you can't register that jeep don't you?" "Why not" I said "there are left hand drive jeeps running around registered, why not mine" "Because" he said "you have to prove prior registration in NSW. You have no rego papers for your jeep and you have a Willys jeep without a chassis tag, therefore no chassis number. No way you can prove prior registration so you can't have it registered"

The journey commences

So the epic began! Off to the local Roads and Traffic Authority (RTA) registry office where the bad news was confirmed! Yep, no way can I fully road register my jeep in left hand drive (LHD) configuration. I would be required to convert it to right hand drive (RHD). Back to square one in my quest for a registered LHD jeep!

I was determined! The next jeep I located was an unfinished restoration which had been registered in NSW and, although the owner told me the registration had expired some years ago, the jeep still had the number plates attached. On to a sure winner here I thought so I parted with a substantial sum of money and took it home.

My initial approach in writing to the RTA was to confirm they would allow me to register this vehicle before I started work on it. In response to my enquiry I received a reply which merely stated that the records did not indicate that this vehicle had been **changed from it's original LHD configuration.**

I took this letter to the local RTA office in an attempt to confirm they would accept this vehicle for registration in left hand drive however the local office refused to accept registration based on the letter in my possession.

So back searching I went! Convinced that there must be a jeep acceptable to the RTA out there somewhere I purchased a number of unrestored jeeps without paperwork in the hope of being able to satisfy the requirements for registration. This was becoming an expensive exercise but I was determined.

Boys and their Toys

One jeep I purchased had portion of a NSW registration label fixed to the windscreen. It contained a registration number and an engine number. I dismantled the windscreen and took it to the local registry office however the officer refused to commit to registering the vehicle based on the label alone. I left, totally dejected.

At this stage reinforcements had arrived in the shape of Graham Meyer, a Tamworth jeep enthusiast, and John Edwards, an enthusiast who has in his possession an incomplete set of military vehicle records. After input from these two sources and Graham getting the Minister responsible for the RTA, Wal Murray and Tamworth MP Tony Windsor involved, the RTA agreed to consider registration in LHD those vehicles for which proof of previous ownership by the Australian Defence forces prior to 1950 could be produced.

I once again approached the RTA in writing, supplying as much information as I had in relation to the jeeps in my possession in the hope of a positive response.

The week after writing to the RTA I spoke to an RTA Inspector. I mentioned the registration label I had approached the RTA **with previously. He supplied me with information relating to the issue of 'police numbers' for vehicles without engine and/or chassis numbers and he thought the existence of this label with a 'police number' on it should qualify that vehicle to be registered.** I promptly followed his suggestion and posted another letter to the Reference Unit of the RTA.

A week later I received a reply from the RTA, responding to my earlier letter, stating that the Authority had no evidence of any of the jeeps I submitted having ever been registered. This letter also contained an interesting statement and I quote from the letter **"Records prior to 1974 have been destroyed"**

At this stage I altered my line of enquiry to follow the path of attempting to establish proof of prior service in the Commonwealth Forces. I wrote to the Department of Defence, supplying chassis numbers only for some of the jeeps in my possession.

I approached the local RTA office in person in relation to the jeep I had purchased with number plates attached, requesting information sufficient to tie the registration number to the chassis number. The local officer informed me that this vehicle had last been registered in 1978, showing that records for it did exist and suggested I again write to the Records Integrity Section of the RTA.

I received a reply from the RTA in relation to the jeep with a registration label on the windscreen. The letter stated that no records could be identified to show registration since 1974. This letter revealed some more startling information namely that **"The records of this Authority did not contain a chassis number file until 1991"** The tone of the letter also indicated that someone was tired of my letters concerning WWII jeeps.

To continue this game of leap frog I received yet another letter from the RTA in relation to the jeep with rego plates which had been registered as recently as 1978. This letter supplied me with some definite information which I felt would at long last allow me to register at least one jeep!

My problems were not yet done! *The chassis number quoted by the RTA was not the chassis number of the jeep in my possession!* Back I went to the local office where I was told that they did not care that I had purchased the jeep from the previously registered owner and the engine number was correct, *the chassis had been changed therefore the vehicle in my possession could not be registered!*

However at last I received a breakthrough! A letter arrived from the Australian Army confirming military service for four of

Boys and their Toys

the seven jeep details I had submitted. *I was now in possession of sufficient documentation to fully road register a jeep in LHD configuration.*

Unfortunately the jeeps acknowledged by the army were all vehicles which required restoring to be in roadworthy condition. By this time I had invested a considerable amount of money in WWII jeeps and the frustrating thing was that the ones in my possession in good condition were not yet eligible for registration. I could not afford the expenditure involved in a full restoration.

I now had a contact person at a high level in the RTA, thanks to the work carried out by Graham Meyer. I contacted him and received a document which outlined the current stance taken by the RTA. This document indicated there was a possibility that I may yet be able to gain approval to register a jeep which was in good original order but not yet identified by the RTA or the Army. Unfortunately the jeeps in my possession in good order were Willys with the chassis tag missing.

The Australian Jeep Register, maintained by John Edwards, was my next stop. After supplying details to John I received a favourable reply which gave me hope of being able to register one of the better jeeps in my possession.

In keeping with John Edward's advice I rang the head office of the RTA and spoke with the contact person now known to me as a result of Graham Meyer's work. I stated that one jeep in very good order in my possession identified by John via the military number and the engine number was missing a chassis tag however as the RTA had destroyed all records prior to 1974 and did not record on file chassis numbers prior to 1991 I saw no reason why it could not be issued with a police number, a system now known to me. The RTA officer was very surprised to hear of these developments and was interested in sighting the letters I had received from the RTA. I faxed them to him and he rang me back. We had a long conversation in relation to the present requirements and I arranged to put a submission to the RTA and meet with RTA management in Sydney.

Submission submitted, appointment made, I flew to Sydney in June 1993 with a portfolio of documents to meet with the hierarchy of the RTA

My meeting in Sydney was very cordial. We discussed a multitude of safety issues relating to left hand drive vehicles. I emphasised that these vehicles would mainly be driven by competent enthusiasts and would present no greater risk than classic and vintage car club members driving identical vehicles registered under the club system.

We considered the anomalies of allowing some but not other identical LHD vehicles on the roads, the frustration of having to prove eligibility for registration, the incomplete military records and the destruction of RTA records thwarting attempts to do so and that in most of the world regardless of whether vehicles drove on the left or right side of the road, vehicles were allowed to be operated in LHD or RHD configuration. In particular, vehicles travelling between Britain and France have to swap from one side of the road to the other at Calais in France and Dover in the UK and that constituted a greater risk than the location of the steering wheel.

By meetings end the RTA had agreed to allow the full registration in LHD configuration the remaining five vehicles in my possession not yet approved.

But what of others in a similar predicament to me? I knew of several persons such as Brian Beasley in Tamworth who had restored a jeep purchased in Queensland some years before and had almost been reduced to tears in the effort to be allowed to drive his pride and joy. The managers at the meeting agreed to assess all future applications on their merit in line with the vehicle being in *substantially original configuration* and grant registration accordingly. Proof of prior registration or service with the military would now not be essential. Brian and others would now also be able to register their jeep!

Boys and their Toys

Epilogue

This all seems so long ago with requirements having evolved from that day to what we have now where “all left hand drive vehicles that are 30 years old or older and have a GVM not more than 4.5 tonnes may be fully registered in left hand drive configuration”. All the previously unregistrable jeeps and other LHD vehicles can now be fully registered without a fuss, the spare parts industry for these vehicles has flourished and ‘jeeps in sheds’ fetch a good price, especially at advertised auctions.

Now to restore and register my $\frac{3}{4}$ ton Dodge Weapons Carrier! After the jeep saga I've had to wait for the kids to leave home to afford that!



Boys and their Toys



Corowa 2011 - Year of the British and European Vehicle

2011 – The Year of the British & European Vehicles

British military vehicles right back to the WW1 period are known to exist in Australia, for instance Rick Cove's Albion, probably being one of the oldest. Examples of other British mv's from that period to recent times, turn up in the most unexpected places. Sometimes it is a mystery as to how they arrived there in the first place.

On the whole, there are not too many WW2 British vehicles “Down Under”, but the thought of getting as many as possible, together at Corowa next year is a great idea. Post war, there were vehicles brought over from the UK to support the weapons testing programme and disposed of locally at a later date.

The Australian Army used some vehicles from Britain in postwar years, although in relatively small numbers, for example, the Humber FV1600 1 ton GS truck, (possibly badged as a Commer), Austin Champ, BSA B40 motorcycle, Centurion, Ferret, Saracen and Saladin. In recent years, the collectors scene has blossomed and MV's have been imported from UK and Europe, with Stalwarts, FV432, CVR(T) and CVR(W) models, Bedford trucks, Land Rovers, and even a Thornycroft Antar turning up on the scene. The latter was imported for a Snowy Mountain Scheme museum, so I understand.

There are a few rare British military vehicles around Australia, that I am aware of, and what an opportunity to get them and their owners together. I have been working on military vehicles as a full time job for 36 years. This work has covered vehicles from late 1930's right through to early 1990's, my personal preference and interest has always been WW2 to early Fifties period British military vehicles.

I have also owned and restored a number of British ex-military vehicles for over 30 years. It is hoped to be able to get to this event after a ten year lapse since my last visit, the theme will be right up my street !

The CMP and Blitz trucks were built to a British War Office specification, and it seems that the Morris Commercial military trucks of late Thirties, actually influenced the CMP design. Then in later years, the Land Rover was spawned from the Willys MB Jeep. Post war, there were some quite specialised designs of vehicles in the British Army, some probably not seen in Australia, like Leyland Martian 6x6 trucks, very little on them resembling anything in Leyland's commercial range.

Corowa 2011 - Year of the British and European Vehicle

The Humber FV1600 already mentioned was another radical design, which although not ever imagined at the time, finished its life as an armoured patrol vehicle during the army's involvement in Northern Ireland, many having to be bought back from surplus dealers when the need for them arose.

A lot of the British manufacturers are sadly, no longer in existence, either swallowed up by larger companies or just gone to the wall, so it is important to preserve these old warhorses.

As the event is going to cover European vehicles as well, I should mention them, although not an authority on them. Not being sure what European MV's exist in Australia, I am guessing that there might be a Volkswagen Kubelwagen, BMW sidecar outfit and a few others of that ilk.

Later vehicles from postwar era, maybe a Haflinger, Pinzgauer or Unimog?

I can see another record coming on.....the largest display of British ex-military vehicles in the Southern Hemisphere ! Get those old vehicles dusted off and made ready for next year's Swim-In and make it a great event.

by Richard Farrant, Kent, UK
fv.restorations@btinternet.com



The Last Post

THE LAST POST

If any of you have ever been to a military funeral in which The Last Post was played; this brings out a new meaning of it.

Here is something everyone should know. Until I read this, I didn't know but I checked it out and it's true:

We have all heard the haunting song. 'The Last Post'. It's the song that gives us the lump in our throats and usually tears in our eye but do you know the story behind the song? If not, I think you will be interested to find out about its humble beginnings.

Reportedly, it all began in 1862 during the American Civil War, when Union Army Captain Robert Ellicombe was **with his men near Harrison's Landing in Virginia. The Confederate Army was on the other side of the narrow strip of land.**

During the night, Captain Ellicombe heard the moans of a soldier who lay severely wounded on the field. Not knowing if it was a Union or Confederate soldier, the Captain decided to risk his life and bring the stricken man back for medical attention. Crawling on his stomach through the gunfire, the Captain reached the stricken soldier and began pulling him toward his encampment. When the Captain finally reached his own lines, he discovered it was actually a Confederate soldier, but the soldier was dead. The Captain lit a lantern and suddenly caught his breath and went numb with shock. In the dim light, he saw the face of the soldier. It was his own son. The boy had been studying music in the South when the war broke out. Without telling his father, the boy enlisted in the Confederate Army.

The following morning, heartbroken, the father asked permission of his superiors to give his son a full military burial, despite his enemy status. His request was only partially granted. The Captain had asked if he could have a group of Army band members play a funeral dirge for his son at the funeral. The request was turned down since the soldier was a Confederate. But, out of respect for the father, they did say they could give him only one musician. The captain chose a bugler. He asked the bugler to play a series of musical notes he had found on a piece of paper in **the pocket of the dead youth's uniform. This wish was granted. The haunting melody, we now know as 'The Last post' used at military funerals was born.**

The words are:

Day is done. Gone the sun
From the lakes
From the hills
From the sky
All is well
Safely rest
God is nigh.
Fading light
Dims the sight



The Last Post

And a star
Gems the sky
Gleaming bright
From afar
Drawing nigh
Falls the night
Thanks and praise
For our days
Neath the sun
Neath the stars
Neath the sky
As we go
This we know
God is nigh

I too have felt the chills while listening to 'The Last Post' but I have never seen all the words to the song until now. I didn't even know there was more than one verse. I also never the story behind the song and I didn't know if you had either so I thought I'd pass it along.

I now have an even deeper respect for the song than I did before.

Remember Those Lost and Harmed While Serving Their Country.
Also Remember Those Who Have Served and Returned; and for those presently serving in the
Armed Forces.

Please send this on after a short prayer.

Make this a Prayer wheel for our soldiers...please don't break it.

I didn't!

Pet Accommodation

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Rod Garthwaite

For Sale / Wanted

Landrover RAEME Recovery Trailer (Not to be confused with the standard army RAEME repair trailer)

This trailer was designed and built by the Australian Army to tow the standard Landrover via another Landrover. Believed to be one of only a handful built and has had a complete restoration performed on unit. Very rare unit. Would suit RAEME Workshop Landrover for displays, etc.

Contact John Brown on 0417544290 for more details. Located in VIC.

Trailer is exactly like this one held at the Bandiana Army Museum





For Sale / Wanted

WANTED

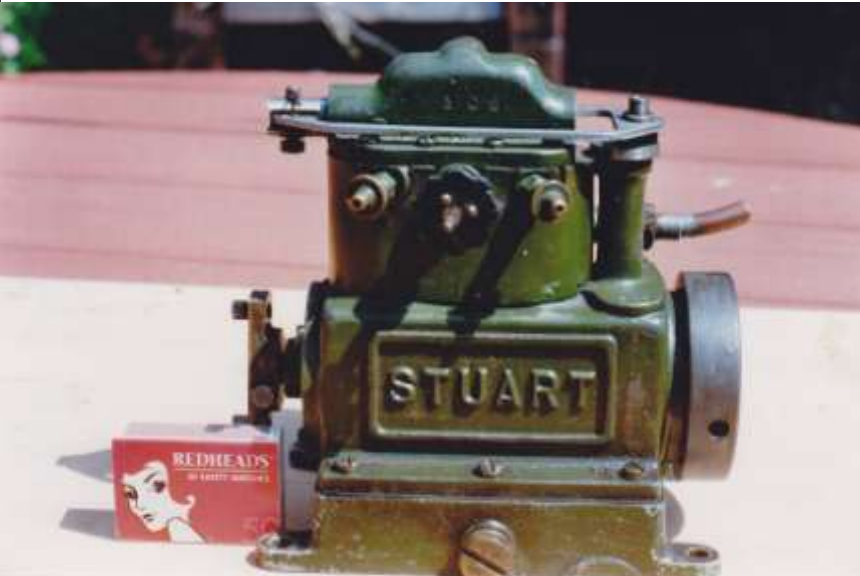
Steam Condenser Tank to suit this Stuart Steam Wireless Engine.

Contact: Ray Matthews

Ph: 03 5244 1897 Geelong

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A SMALL VERTICAL BOILER THAT BURNED SOLID FUELS, EVEN GREEN VEGETATION WAS CARRIED WITH THE GENERATOR IN A METAL CASE. JUNGLE WARTARE WITH CLOSE HAND TO HAND FIGHTING AGAINST THE JAPANESE. IT MADE "STEAM WIRELESS" POSSIBLE.



For Sale / Wanted

The 'Year of' series

Started in 2002, the Corowa Year Of DVD series encompasses DVDs of five of the years since then.

Together they form a unique record of the event seen through the stories of those who participate. The DVDs cover the key moments of the event including trips, the parade, swap meet, vehicle profiles and in each episode we take a look at an event or location outside the Corowa event.

The DVDs retail for \$40 each plus postage.

The individual DVDs can be ordered directly by contacting Chris at Image Control on 03 9429 3001 or chris@imagecontrol.com.au

2002 Year of the Blitz

The first in the series is Year of the Blitz where a massive effort saw 34 of these classic WW2 trucks gather to set a Guinness world record for the largest gathering of privately owned CMP (or Blitz) trucks since World War 2. We take you to Canada, the home of the CMP to see a rare prototype which has somehow survived.

The year of the Blitz DVD also includes the 2004 event in a special featurette.

2003 - Year of the Studebaker

The 24th annual National GPA Swim-in saw 21 US6 Studebaker 6X6 trucks attend from all over Australia. Colourful and entertaining, this documentary covers both the history of the truck and the event, with stories from owners and coverage of trips with the gathering at Corowa Airport for the Guinness World Record event. A highlight of the program is an interview with North-South road veteran Alan Smith.

2005 - Year of the Carrier

This was the last of the Guinness World record attempts with a group of privately owned carriers traveling the 3.2 kilometer run from the town to the airport. The DVD also covers the history and development of carriers in Australia and features a visit to Canada to experience carrier driving in the snow. This is the first time the event has been filmed in wide-screen high-definition.

2006 - Year of the Armoured Car

The 27th annual event saw a gathering of armoured vehicles of a wide variety including carriers, White Scout Cars, Daimler Dingo and Ferret and a half-track among the 123 vehicles attending. The DVD includes a trip to Precision Aerospace in Wangaratta, the Melbourne Tank Museum auction and an in-depth interview with military vehicle historian Mike Cecil.

2007 - Year of the Cycle and Staff Car

This dual theme year attracted over 30 bicycles and motor cycles, with a trip to the famed Tocumwal airport where the group heard about one of the largest WW2 air bases in Australia as well as the use of the base for disposal and scrapping of aircraft after the war. We also visit the Army Transport museum at Bandiana among the interviews and profiles of vehicles.

2008 - Year of the Tracked Vehicle

Over 150 ex-military vehicles attended the 29th annual swim in, and many of their stories are told in this action packed DVD.

There's the unique LP3 carrier prototype, both M3 Stuart tanks, as well as many carriers.

Ride aboard the mighty Russian T34, hear what it's like from the inside and outside. And if that's not enough action there's Ron Laycock's jet powered blitz scorching down the Corowa runway.

Special features include a visit to Ron Fry and a ride on his Commer Knocker powered M3 Stuart, and a visit to Mons to see the famous tank run.



32nd Annual GPA Swim-In and Ex-Military Vehicle Gathering

Monday 14th March to Sunday 20th March 2011

The theme for 2011 is 'Year of the British and European Vehicles'. All ex-military vehicles and enthusiasts are invited to attend.

ENTRY FORM

Entrant/Driver

Name.....

Address.....

Participants

Names.....

.....

Contact numbers: (H)..... (W).....

Mobile.....Fax:.....

Email:.....

Expected day of arrival:.....

Member of the following

Clubs:.....

Vehicle Year..... Vehicle Make..... Vehicle Model.....

Registration/Permit No.....

DECLARATION

All entrants, drivers, riders and participants enter and participate solely at their own risk. The organisers, promoters, sponsors, their agents or employees will not be liable for any loss or damage suffered by or to any entrant, owner, driver, rider or passenger under any circumstances. In signing this declaration I acknowledge that I have read, understood and accepted the Rules and Conditions of entry. I certify that the vehicle entered complies with the rules of KVE Incorporated. All firearms brought to the event must meet NSW firearms legislation. All vehicles or vessels that enter the water must comply with the NSW Boating Regulations. I agree to be bound by these rules and by all roads, waterways and traffic management laws and regulations. I agree to show due courtesy to all users of the roads and waterways. Any conditions not governed by the regulations will be adjudicated by the Committee whose decision shall be final.

Entrant's Signature.....

Date.....

Entry Fee is \$10 per Entrant enclosed with Entry form

Please make cheque or money order payable to KVE Inc. (Sorry no credit card facilities.)

Send to Jan Thompson, 9/1 Millett Rd, Mosman, NSW, 2088



KVE Inc
Khaki Vehicle Enthusiasts
Incorporated

Entry forms can be sent to the following
address:

Jan Thompson
9/1 Millett Rd, Mosman NSW, 2088

Phone: 0423 943010
E-mail: kveinc@optusnet.com.au



<http://corowaswim-in.org>

KVE Incorporated

Organisers of the annual GPA Swim In
Commences on the long weekend (Victorian
Public Holiday) in March.

Please visit our website for more info.

<http://corowaswim-in.org>

Submissions for this newsletter can be emailed to
kveinc@optusnet.com.au

See you at Corowa in 2010.

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