



# KVE News

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

Edition 1

November 2008

## Welcome

Hi everyone and welcome to our brand new newsletter. We hope that through this medium, the different clubs and individuals who attend the Corowa military gathering (otherwise known officially as the Annual GPA Swim In) will be able to stay updated with news of the event as well as meeting our members and committee.

It is not really well known (or publicised) but anyone can become a paid member of KVE simply by being nominated by an existing KVE member. Membership forms are available from our website ([www.corowaswim-in.org](http://www.corowaswim-in.org)) and all you need to do after filling it out is have an existing KVE member nominate you for membership. Simple as that!

We also welcome submissions to this newsletter and they can be emailed to Jan Thompson for inclusion in our future issues.



Bandiana Army Museum  
(50KMS from Corowa in Wodonga)  
and a participant each year at the  
Corowa event

## Corowa 2009 is 30 YEARS!!

Come March 2009, the Corowa event will reach a special milestone. **It's 30th Birthday!!!**

**It's hard to imagine that for 30 years**, the military vehicle enthusiasts of Australia have had a world class event like Corowa to attend.

Be it just socialising with old and new mates, swapping vehi-

cle parts, talking your favourite military vehicle speak, bringing the family along to enjoy the week, visiting wineries, trawling the antique and disposal stores **or just doing nothing, I'm sure** that we all enjoy our time each year at Corowa.

As it is a special year, KVE would like to have your registrations in ASAP. This will en-

able us to have your info pack ready for your when you sign in on arrival as well as enabling us to get a better idea of the numbers attending.

Forms and information on Corowa 2009 can be found on our website at

[www.corowaswim-in.org](http://www.corowaswim-in.org)

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- Special points of interest:
- 2009 is 30 Years of Corowa!!!
- Entry fee to the annual event is only \$10
- Corowa is the largest gathering of ex military vehicles in Australia
- We have a growing following on various international forums
- Every year we see an increase in vehicles attending
- Entries this year = 250 vehicles



## President's Report

Presidents Report No1.

**It is with great pleasure that I write this inaugural President's Report. KVE News is up and running and with Ben as our first editor, I'm sure that it will be a Club Newsletter to be proud of.**

Of course Ben cannot do all of it on his own. It is up to all of us to supply him with News, Articles and the rest to help him keep this Newsletter to the forefront.

What about KVE? Well, your committee is on top of next years big event, COROWA-30, and also our membership is increasing slowly. The more members we have, the less work each has to do.

Corowa – 30 is coming together well. This is thanks to our Committee of Management. In particular, Jan Thompson. Does that girl ever sleep? It is amazing the number of phone calls and emails which pass through her life. There is not a day where something is not brought to her attention, and of course dealt with.

When I was asked to head KVE Inc I knew that it would involve quite a bit of my time, and it does, **but nothing I do compares to Jan's efforts to get and keep KVE and Corowa up and running.**

Corowa Shire are right behind us again for 2009, Alex is on top of the Traffic Management Plan in conjunction with the Shire Engineer. Tabitha at the Airport is also looking forward to hosting us out there again.

We need numbers for the Corowa 30 dinner on the Saturday evening. This is being catered for and we will need to give final figures before the event. So, please tell all those you know who are attending, to get their numbers in ASAP. KVE Inc is sponsoring part of the cost of the dinner as well.

**Well, that's it for No 1. Looking forward to March 2009.**

Regards to you all

President Rick.

## Secretary / Public Relations Report

### Secretary/Public Relations Report

Another year has nearly flown by. Corowa 2009 is only 3 ½ months away. It has been great working with the current committee this year and we are well on the way to completing the organising for Corowa 2009. There has been more delegation of tasks. Rick and other committee members are becoming more familiar with the local Corowa representatives. We had a meeting with a number of representatives in town when we were there for our AGM in July and they are very interested in assisting us more in the future.

It is going to be a great year with lots of celebrations. This is the 30<sup>th</sup> Year of the event and I have attended 28 of these events. I missed 1982 and 1985 so I can justifiably say I know why people keep coming back and why we **don't want to make too many changes. With the event now being so much bigger we needed to form an Incorporated Association** to cover our members and unfortunately we do ask that you pay a \$10 Entry fee as we do have more expenses to pay. You will receive a package with more than \$10 value if you prepay now. To be apart of this in the future you are welcome to join KVE Inc. You can download a Membership Application Form off the website or ask me for a copy.

#### News on the Meal functions:

I would appreciate people letting me know whether to include them on the meal lists as catering is not an easy task especially if there are 50 people or 250 people.

On the Thursday evening the Corowa Council would like to give recognition for our event especially since we have been in their town for the past 30 years and will put on a Civic Reception from 6pm. At this stage the **plan is for the RSL club to provide some finger food and we will by our own drinks. It won't be a long function so please come along.**

On the Saturday evening we have decided to get the Corowa Rotary Club to provide a meal for participants. **We haven't done this for a few years as people tend to be blasé about whether to attend or not but due to this** being our 30<sup>th</sup> Year we would like to encourage people to come along to our presentations and auction. Come along and support the local Rotary Club. We have a local person doing the auction this year and Tim Scriven has organised a couple of marquees. If you prepay your Entry Fee you will be entitled to a 2 course meal for \$10 per person and that includes any person you have nominated as attending on your Entry Form. KVE will subsidise the extra \$5. We understand that people need to be fed at some stage during the evening so decided to have the Rotary Club start serving at 6pm. If possible it would be great if all who are attending could have eaten their main course by 7pm and then dessert will be served. We are aiming to commence the official proceedings at 7.30pm sharp. I would prefer people to give us an idea of numbers attending so we can provide accurate numbers prior to the event. You will be required to pay for this upon arrival and will be given tickets.

The Sunday evening Carvery meal at the Corowa RSL Club is always a great night. A booking has already been made but we need confirmation of numbers also. It is always good to encourage people to stay until the Monday so they can come along to this function. The cost at the moment is \$18 per adult and \$7.50 per child.

#### Auction:

Donations for the auction would be greatly appreciated. Please bring them to the Site Office at Ball Park and hand them to a KVE member. We have an auctioneer from town running the auction and this money goes towards our insurance and running costs of the event.

## Secretary / Public Relations Report

### 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 with knowledge of numbers. She is also willing to provide meals at a very reasonable cost. The same system will apply as in March 2008. The Airport is located at Redlands Road Corowa. Contact Tabitha and Tim Hughes on 0415 704748.

### 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 and with the increased interest for 2009 I would be getting in early. Contact Sonya & Andrew Palmer on (02) 60331426

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](mailto:kveinc@optusnet.com.au)

### Entry Forms:

We have started putting together rally packs and appreciate if people can send back their entry forms ASAP. Please remember to send in your entry form & entry fee prior to the end of February so we have an indication of the numbers of vehicles and people attending. We will then be able to determine how many special mementoes to order. Please ensure you complete both pages of the entry form. You will realise that the second page asks for numbers of participants to the meal functions.

### Site Office:

Please let me know when you are able to man the Site Office. There are many new faces and it is always a good opportunity to meet people. A list of duties will be provided so that anyone can help with this task. We do require a member from KVE to be on each shift and we would like to invite other participants to help out.

### Themes for 2009:

There are 2 themes for 2009. The primary reason the event was set up is due to the amphibious vehicles so the main theme is Year of the Amphibious Vehicle. Unfortunately there may not be as much water in the river as we would like but it will be good to see a variety of these vehicles in attendance. A member who is bringing a Buffalo has already stated that he will take it in the river no matter if there is enough water or not. In 2002 we had Year of the Blitz and it was requested a few years ago to have a Year of the Blitz 2 for all those people who were still **restoring their Blitz's. Hopefully many of those will attend in 2009.**

### Themes for 2010, 2011, 2012:

In 2010 the theme will be Year of the Jeep.

The theme for 2011 will be Year of the British and European Vehicles

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

Participants attending the event in 2009 will be able to make suggestions on the theme for 2013.

### Wednesday 11<sup>th</sup> March: School visit

We are looking for a selection of vehicles to take to the Corowa Primary School at 10am. We have offered to give the children a chance to have a look at and hear some information from owners about your vehicles. A letter went out to all primary schools in the Corowa area and we currently have had responses from the Corowa Primary School and Lowesdale Public School. The 14 children from Lowesdale will be transported to the Corowa Primary School.

## Secretary / Public Relations Report

### Thursday 12<sup>th</sup> March: Trip to Maurice Wilson's property

**We have been invited again to Maurice Wilson's property on the outskirts of Corowa. This would be an ideal location if the Amphibious vehicles were able to do a trip down the river but at this stage a lot of water will be needed to fill the river. The road run will depart from Corowa Airport at 10am. Feel free to pack some lunch.**

### Friday 13<sup>th</sup> March: Trip to Milawa:

The current agenda is as follows:

8.00-8.30	Depart Corowa
9.00-9.30	Arrive Milawa
9.30	Small parade through Milawa to primary school
10.00	Visit Milawa primary school – <b>activities and answer children's questions</b>
11.30	Cheese factory/art gallery - cheese tasting and grab a bite to eat
12.30	Mustard shop – taste different kinds of mustards
13.00	EV olives – taste olives and olive oils and bring a container to fill up if you want to buy some olive oil
14.00	Brown Brothers
15.30	Depart Milawa

Special thanks to Sue and Leon Heynders for organising the agenda.

### Saturday 14<sup>th</sup> March: Parade, Swap Meet and other activities

Saturday is the main day of activities commencing with a parade departing from near Ball Park at 9am sharp. Alex McPherson will be in contact with the Corowa Council and will give us a detailed report on the Traffic Management Plan for the parade shortly. This will be put on the website. There have been changes to the entry to Ball Park so this will also be taken into consideration. If coming from Victoria apparently you turn right at the bottom of the Bowling Club (where the original entry used to be) and if you are in NSW heading towards Victoria you turn left.

With the large number of vehicles likely to be present we may need more assistance with the line up of vehicles prior to the parade. To make things easier make sure you register in at the Site Office during the week and place your vehicle number on your front windscreen or bumper bar. This is the easiest way for us to get a vehicle list together after the event. For those arriving on the Saturday morning make sure you go directly to the line up and see me for your vehicle number. If you pay your entry fee you will receive a vehicle certificate of attendance.

After the parade, follow directions for parking your vehicle so we can obtain a group photo of the vehicles. We hope to have a number of marshals assisting us with this task. If you are able to help please let me know.

The Corowa Rotary Club will be running the Swap Meet again in 2009. Please abide by their regulations and do not start selling until 9.45am, once the parade vehicles have been displayed. It will cost \$5 per site and they will have lots of food available.

The arena will be set up again near the airport for vehicle activities.

Come and support the Dinner, Auction and presentations on Saturday evening. Make sure you purchase your meal tickets ASAP. The Corowa Rotary Club will be providing a 2 course meal from 6pm. The Auction and Presentations will commence at 7.30pm. There is bound to be a combination of items of interest. Donations will be gratefully accepted. We need your support to make this a special event for our 30 year celebrations.

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](mailto:kveinc@optusnet.com.au) To ensure you are kept up to date with details send me an email to get on the database.

## Secretary / Public Relations Report

Special thanks to Ben Hemmings for putting the newsletter together. He is also in charge of our website. On behalf of the committee and members of KVE Inc I wish everyone a Merry Christmas and a safe, healthy and prosperous New Year. This newsletter is intended to go 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 to people throughout Australia and the world about how great this event is!**

*Jan Thompson*

Secretary – Khaki Vehicle Enthusiasts Incorporated



## Bob Dimer 's New Acquisition

## For Sale / Wanted

### From WA:

1942 Dodge Weapons Carrier 4WD. Incomplete, missing engine guard, bonnet and windscreen \$5000 Morley 0417 987 370

1942 Willys Jeep. Complete, never restored, \$10,000 Cannington 0439 315 737 or 08 9248 4181

WW2 jeep with civilian windscreen at the Arms and Armour show \$8,500 Ph: 0437 611 169

### From NSW:

#### For Sale:

AWD Bedford 4X4 T/Top with 2 tonne Crane, 6cyl Turbo diesel 1994 contact Keith 0415 725 009

Land Rover Defender 1994 V8 6X6 T/Top carrier 2.5 tonne payload Contact Keith 0415 725 009

#### **Land Rover 2A SWB. Hard top and tube. Cheap Jim o'Connell 02 9707 4519 or 0401 992 891**

Carrier parts for swap. 2 pounder RH Guard, fuel tank (repairable) rear bogie brackets on hull, front bogie, front idler bracket on hull, bogie wheel, swing arm, pins and extra bolts, some steering gear from hull, 2<sup>nd</sup> largest bin on back of hull. John Mackie 02 69672241 or leave a message.

GMC 6X6 Hard Top 75% tyres, runs and drives well, good tray and tailgate, water pump noisy, \$5000 drive away. Liverpool. John Windhoer 02 9607 0700

4 military tool boxes, 3 with the marking P60-1 Rheem 1942 and one P5911. Contact Greg (H) 02 9631 6063 (M) 0412 570 024

International MK1 4x4 cab chase, fitted with a duel carby engine (later 6x6) fitted with optional HIAB crane on back of truck. Cab rusty but vehicle is apparently usable, some tyres 12.00x20. Price neg around scrap value + \$2000 if required contact Ross Sleeman Thirlmere 02 4681 8895 or 0428 231 177

### Wanted:

Ford 15 A Ford Blitz roof hatch lid. Plus Australian body tailgate, anything considered and GPW 8 leaf front springs. Ian 0419 409 789

Willys Trailer ring connection Brett 0407 229 396

For Universal Carrier, LP2A, aircleaner, iron ration box, about 5x5x1022, flare box, choke and throttle cable, tail lights. Have parts to swap. John Mackie 02 69672241

WW2 Scammel 6x4 recovery vehicle information or where about s of surviving trucks. Interest sought by a WW2 North Africa campaign veteran. Contact Bill Fenney 02 43326945

Austin Champ parts and information. In particular I need and oil filter cartridge. If you have a Champ can you please contact me for some help. David Myers 02 4365 3032 or 0410 621 890

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 Official Corowa DVD's available in UK .....ideal Christmas present !

"Year of the Blitz" - "Year of the Studebaker"

"Year of the Carrier" - "Year of the Armoured Car"

for details email Richard Farrant, [fv.restorations@btinternet.com](mailto:fv.restorations@btinternet.com) or phone 00 44 (0)1233 627618 evenings (England)

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## For Sale / Wanted

### WANTED

50 cal shells, projectiles (yes it is legal),  
50 cal tombstone magazines  
White Scout Car/Half Track door hinges  
White Scout Car canvas top  
Half Track Fuel tanks  
Old Style Checker plate

Phone Peter McNeill on (02) 49981950



# Corowa 2002—Saturday Parade



For Sale / Wanted

DKW Munga -

German Army "Jeep" type 4WD, 3 cylinder/2stroke Auto Union engine. 70% restored. Chassis, suspension, steering, brakes and body restored and painted. Engine, transmission and axles fitted. Fuel lines and wiring to be fitted, then the body to be fitted to the chassis and accessories fitted. Most parts complete. Parts contact addresses given. Repair carburettor and parts manuals supplied. Financial, personal and health reasons for sale. \$7000 ONO. Phone/fax 07 40544423 Owain Froud

Or email [barowain@bigpond.com](mailto:barowain@bigpond.com)



## 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.

And to be released at the 2009 event will be the Year of the Tracked Vehicle.

The DVDs retail for \$40 each plus postage.

For the first time the first five, from 2002 to 2007 will be offered as a set at the special price of \$100.00 plus GST. This represents a saving of \$100.00 off the individual price. These sets will only be available at the Corowa event in 2009 - no postage.

The individual DVDs can be ordered directly by contacting Chris at Image Control on 03 9429 3001 or [chris@imagecontrol.com.au](mailto: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 widescreen 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 Wangarratta, 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.

## For Sale / Wanted

Considering that the population of Australia is only about two-thirds of New York metro-Politian area. I find it amazing how much energy us Aussies seem to generate. One example is my husband Michael.

After finding him sitting in a deck chair with a chromemoly tube down each side of him Then asking the question” what are you doing” and then receiving the reply “sitting in my Spitfire”. That is when I first learnt of this mans desire to have is own Spitfire. After all the years of living with someone you think you know them pretty well. That was about 20 years ago now. When I look back I could not have imagined what would become of one man’s dream also to become a reality for other people to own their own Spitfire. Since the beginning we have come a long way from the first one that Michael built .Years of testing and time spent in the cockpit doing a lot of flight testing has produce one of the best spitfires since the war. Even though it is smaller and a lot lighter it is still an aircraft that when flown commands a lot of respect. All of the aircraft that are flying have all come out of the factory here in Brisbane. It has also been written up as the best kit built aircraft in the world that you can buy today. We have our aircraft flying in most of the major countries in the world like France, Germany, NZ, USA, South Africa, Canada, UK & Scotland also in Australia. We produce a 80% & 90% we don’t do the full size as people do not want the running cost or the cost of a bigger hangar they would be looking at a lot bigger engine and they are not available or that reliable. With the aircraft that we supply we found it hard to find an engine to suit so we had to find our own. We found an engine that suited the Mk26 which is the 80%. Michael came across the Honda V6 engine which was design in Germany and ended up at Holden. After finding the engine came the task of fitting it out so off he was again finding the proper engine management system to suit which was found with the motec. All this did not take a few weeks or even months it took years. I could write a book about all the testing that has been done for us to be satisfied that we have a safe and reliable product. Now we are going down the same track with the V8. Everyone at Supermarine has put a lot of time into the projects and they take a lot off pride in what they do. We are finding that the 90% fits into most people’s budget if they are looking for a unique project to do .There are people that have never built an aircraft before. After building there first one have brought another one to build as a investment. The ages of the people that we find are buying our plane are from 45 to 82 years. Most of our exports go to Europe. I find it most rewarding that something that helped win the war is now being reproduced here in Australia. And being the only one building it in the world. Maybe I will write that book one day and name it Spitfire Reborn.

Currently Mike also has 1x 39 Ford Ute 2x GMC, 1xFord Jeep, 2x Dodge weapon Carriers, 1x Short wheel base blitz. I am now a military vehicle restoration widow as well.

Karen O’Sullivan



**Supermarine Aircraft Pty Ltd**  
**388 Hawkesbury Road**  
**Moggill**  
**QLD 4070**  
**Australia**



**Phone: (61)(7)32029619**

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**[www.Supermarineaircraft.com](http://www.Supermarineaircraft.com)**

## New Acquisitions

# The FORD MUTT. M151, M151A1 and M151A2. By Bob Dimer.

The M151, also known as the MUTT, (Military Utility Tactical Truck) had been developed by Ford in the fifties and entered production in 1960, gradually replacing the M38 and M38A1 Willys Jeep in U.S. Army service.

The M151 was a far more advanced vehicle than the Jeep as it was lighter, lower, and more powerful and had a better fuel consumption and a greater range. It had a 142 cubic inch OHV military spec engine built by Continental and a four speed synchromesh transmission. The engine operated on 24 volts and electrics etc were fully sealed. It also featured an all round coil sprung independent suspension which allowed it to travel cross country at speeds far in excess of the Jeep, and therein lay its downfall.

The rear suspension had a single swinging arm setup similar to the VW, which when cornered hard in the hands of the average soldier allowed the rear wheel to tuck under and flip the vehicle over, often with disastrous results. Dozens of soldiers were killed and hundreds injured. This shortcoming apparently did not show up in the thousands of miles driven by the Ford and Army test drivers.

In 1964, in an attempt to fix this problem, the rear suspension was stiffened up and new buffer rubbers installed. These vehicles were the M151A1 version. This only marginally helped handling and the accidents continued.

In late 1969 the M151A2 version was released by Ford with an all new trailing arm rear suspension which all but cured the problem, however, soldiers were still getting into difficulty with the earlier models so in 1987, after many more deaths, the Army started a program to fit roll bars and seat belts to all remaining vehicles.

The U.S. Army started phasing out the M151 series in 1985, replacing them with the Humvee, and by September 1994 there were only 1032 MUTT's in use, with these being scheduled for retirement and destruction by the end of that year.

Many of the earlier M151 and M151A1's were sold off to the public before someone in power decided that they were not safe in civilian hands and ordered that all remaining vehicles be destroyed prior to sale.

The deal was that you bought the vehicle and cut it in half before being allowed to remove it. However many were taken home and welded back together so a new instruction was issued which required the vehicles to be cut into four, diagonally.

As you would expect some were still welded back together so a new instruction was issued. The new instruction was for buyers to remove engine, gearbox and any other small parts they wanted and the vehicle was then crushed by a tank. The buyer would then remove the remains and sell for scrap. There is no report of any of these vehicles being restored.

Ford designed the original M151 and in 1959 received an order from the Army Ordnance Corp for 4050 vehicles to the tune of \$15,070,000. Another order followed in 1961 for a further 13,124 vehicles.

In 1962 Willys underbid Ford and received orders for 14,625 and later that year for 9883 units. Kaiser, who had bought out the Willys-Overland company in 1953, changed the company name from 'Willys Jeep' to 'Kaiser Jeep' in 1963.

In 1964 Ford won back the contract and received an order for 7,500 vehicles and a further order in 1965 for another 42,000 vehicles and again in 1967 for another 49,377. Ford production ceased sometime in 1972 after building a total of all models of 116,051. Willys/Kaiser/AM General built possibly another 100,000.

American Motors Corporation bought the Kaiser-Jeep Corporation in 1970 for \$75,000,000 and renamed the military division 'AM General.'

AM General received a contract in 1971 for 34,984 M151A2 MUTT's and another order in 1977 for an unknown number.

They also received an order for 1238 units from the Pakistan Government in 1985 and had a short production run for foreign sales in 1988. Quantity unknown. All the AM G built vehicles were produced in South Bend, Indiana.

More than 100 foreign governments reportedly used the M151A2 series.

The Mutt was also built as an Ambulance version - M718 (M151A1) & M718A1 (M151A2), a 106 recoilless rifle version - M151A1C (M151A1) & M825 (M151A2) and a Guided missile version - M151A2 with TOW.

## New Acquisitions

There was also a Marine's version with minor differences.

Because of the wholesale destruction of these vehicles very few are in private hands in the U.S. today. The MUTT was used extensively in Vietnam and many were left behind when the US withdrew, mostly M151A2's, and several of these have resurfaced in Australia. At least seven are known to be in W.A.



M151A1. Note flat guards.



M151A2. Guards indented for lights.



M151A2. U.S. Marine version.



M151A2 with TOW missile.

### Sources:

Standard catalog of U.S. MILITARY VEHICLES. 2<sup>nd</sup> ed. By David Doyle.

U.S. MILITARY WHEELED VEHICLES. By Fred W. Crismon.

MODERN MILITARY VEHICLES. By Bart Vanderveen.

Jonah F. Gulledge. Acting Chief, Congressional Liaison Office. U.S. Army.

## Vehicle Profile Tim Scriven

Stuart M3 Serial # 2026

Hi everyone, this article I guess serves a couple of purposes, to provide some information on my Stuart and as my introduction.

For as long as I can remember I have had an interest in Military Vehicles, primarily jeeps. My father was an engineer in WW11 and a dispatch rider. His story's and recollections, combined with a Honda motorcycle dealership/ workshop created an environment where by vehicle restoration was to be expected.

Dad always played with vehicles. He made his own sports car based on a 1938 Ford V8, He restored a 1923 Model TT Truck, our family being the second owner's. During primary school we found and started work on our first jeep not such a good vehicle for a restoration project but a valuable learning experience. This was eventually sold to finance a better, more complete jeep. For a few years the jeep was put to one side, while we built and raced Austin 7 specials both Dad and I had a car each which we competed in. During this non military period a better jeep was found and the old one sold off again. A family friend also gave me a #4 Jeep trailer

(which I still have).

The 'Good Jeep' was again sold to finance another project, what actually happened was that I spent 6 or 7 years racing motorbikes, eventually racing in the Australian Safari winning a class 3 times. Once the bike period was finished the internet located a restored jeep that really started the collection that I know have. The racing Budget became a vehicle budget. To see more of my vehicles take some time to view [www.timstankworld.com](http://www.timstankworld.com)

The Stuart came about in a strange way, there was a Matilda up for auction in South Australia, a mate and I tried to buy it but were blown out of the water by some one with a serious cheque book, oh well no tank. Then a few months later He rang to say that he had bought me a tank, wow or thoughts like that as I sat down to worry about it. Anyway the funds were found and the Stuart made its way home on the back of a tilt tray. Before arriving in Kerang it had been sandblasted and painted so it looked better than it actually was.

The tank had the engine replaced about 15 years before I got it, but had then been sitting virtually ever since and the engine had seized. After many weeks and the use of a large block of red gum and a hydraulic jack Adrian my mechanic had freed up the engine, during this time the carby was removed cleaned and refitted and half the spark plugs were replaced. Only half as the front plugs require the engine to be removed for plug replacement.

After many attempts at starting, we hooked up an external fuel tank, straight gravity feed to the carby, well what a difference a good fuel supply makes. Also what a cloud of smoke, we set the fire alarm off at the shop. Adrian and I could not keep the smiles off our faces for days.

I had been collecting other parts, better front guards, the headlights and mounts, internal ammo box's a better fuel tank and anything else that I could find. Everything that I had collected was sandblasted painted and fitted as time permitted, the markings were added to prepare the vehicle for a VP day held at the Ballarat airport the first big test and display.

After Ballarat there were a few more than the normal oil leaks that should have been present for a radial engine, so the Stuart was driven into our workshop, about 15mm clearance on each side of the car hoist. We then proceeded to remove the engine. At this point we towed it out and had the engine bay sandblasted and painted as well. The plugs on the front were replaced and anything that remotely looked like an oil leak was addressed.

The reasoning for putting the vehicle into our main workshop area was to act as an incentive to get the job done as quickly as possible, which it was thankfully. The looks that we got from customers were something to see.

Corowa 2008 was the motivation to do some work and the opportunity to drive the tank in the main street was too much to miss. Even with all the preparations that we put in there was still the dramas of the broken oil tank, as reported previously

During the time that I have owned the vehicle I have been trying to find any information about its service, which as everyone knows is very difficult, but I was very lucky and have found out the following.

This is an email from Joe Demarco in the US, who researches Stuart's and Halftrack's, he has also sent me information on my halftrack, some of the other information is from Shane Lovell in Canberra

Hi Tim,

I remember talking to Shane about your Stuart.

I had found some docs that listed USA 302560 as having been turned over by the 4th Armored Div to the 754 Tank Bn, Pine Camp, NY Jan, 13, 1942.

I think shortly thereafter, it was loaded aboard ship & rushed to the Netherlands East Indies.

By the time the shipment arrived, the NEI had fallen.

Shane believes it was diverted to Australia as "refugee cargo." (it is Possible that my Dutch 37mm anti tank gun was on the same ship or convoy Tim)

## Vehicle Profile Tim Scriven

He had a listing that S/N 2026 / USA 302560 was "Unloaded from the MV Tosari, Port Melbourne, Australia, 3/24-28/42 (Lovell)"

He had another citation of it... "Diary, 1st Ind. AR Workshop, 2/6th Aust Armd Regt, 12/42 thru 12/43 (Lovell)"

That is a fine amount of historical info to come up with on a surviving tank.

Most of the Stuarts & Grants, etc that came to Australia were distributed from British Lend Lease stocks, & had T-Numbers.

Yours didn't because of the "refugee cargo" thing.

It would be cool to find some pix of those Stuarts being unloaded at Port Melbourne.

Some of the "refugee cargo" M3s were sent to New Guinea & fought. Shane had a... "List of 27 tanks brought to Buna – Sanananda, LAD, Capt. Cyril Diamond, Australia"

S/N 2017 that's on display at the Nimitz Museum was one of them - C Sqn, 2/6th Aust Armd Regt (Grieve)

S/N 2026 would have been built by American Car & Foundry, Berwick, Pa. Nov, 1941. It would have been built with the kind of turret that S/N 2017 has.

The history of the vehicle after the war and until I got it is not that clear, I know that this Stuart was owned by Bert Barker and that he collected a number of the very hard to get parts, and that the turret that it know has' is off a latter model, I believe that it was recovered from a swamp! The damage to the lower skirt would certainly attest to that.

I was certainly very lucky to start with such a complete vehicle when I have been talking to others that are working on Stuarts and other armoured vehicles it is very evident that I got very lucky some of the projects and shopping lists that people have shown me is really amazing. Also the information that Joe and Shane have provided is fantastic.

The ownership and ability to use an armoured vehicle can be very frustrating and difficult, and I must say that Corowa this year even with the necessity of removing the engine in 40 Degree heat; was a great experience and I would again like to thank the members of AAVA and other participants that helped me get the Stuart to the parade.

Tim Scriven





KHAKI VEHICLE ENTHUSIASTS INC.  
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## **30<sup>th</sup> Annual GPA and Ex-Military Vehicle Gathering** **Monday 9<sup>th</sup> to Sunday 15<sup>th</sup> March 2009**

The theme for 2009 is 'The Year of the Amphibian and The Year of the Blitz 2'  
 All ex-military vehicles and enthusiasts are invited to attend.

### ENTRY FORM

Entrant/Driver Name .....

Address .....

Participants Names .....

.....

Contact telephone (H) ..... (W) ..... Mobile .....

Email address .....

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 through any circumstances. In signing this entry form 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. I agree to be bound by the rules, all roads and traffic management laws and regulations and agree to show due courtesy to all users of the roads. 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 (2 pages).

**Please complete and return both pages.**

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

**PROGRAM OF EVENTS:**

Monday 9<sup>th</sup> March:

Welcome participants

Tuesday 10<sup>th</sup> March: **Bandiana Military Museum**

From 1.00 pm at Bandiana Museum

Wednesday 11<sup>th</sup> March: **School visit**

9.45 am Depart Ball Park

Thursday 12<sup>th</sup> March:

**Trip to Maurice Wilson's river bank property. BYO lunch**

9.00 am: Amphibians depart Ball Park

10.00 am: Vehicles depart from Corowa Airport

11-11.30am: Amphibians arrive (depending on river level)

6.00 pm: **Civic Reception at the Corowa RSL**

No of Adults ..... No of children .....

Friday 13<sup>th</sup> March:

8.30 am: **Trip to Milawa**

5.30-6.30pm: **Talk by Graham Docksey** at Corowa Airport

Saturday 14<sup>th</sup> March: **PARADE through Corowa**

7.30 am: Vehicles departing airport

7.45 am: Formation of parade

9.00 am sharp: Parade departs and goes to Corowa Airport

9.45 am: **Swap Meet** at the Airport commences.

(Corowa Rotary Club to run this event.)

12.30 pm: Group photo shoot for **MLU & Yappy**

Vehicle activities at Corowa Airport and Ball Park

6.00 pm: **Rotary Club dinner at Ball Park**

No of Adults ..... No of children .....

7.30 pm: **Presentations and Auction** at Ball Park

Sunday 15<sup>th</sup> March:

Farewell for people heading home. Vehicle activities at Ball Park

7.00 pm: Depart for Corowa RSL

8.00 pm: **Carvery at Corowa RSL** \$18 per Adult & \$7.50 per child

No of Adults ..... No of children .....

**Returned forms received prior to 28<sup>th</sup> February 2009  
will receive a complimentary memento package.**

For further information: KVE Inc mobile: 0423 943010

Secretary: Jan Thompson Ph/Fax: 02 99697607

Email: [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au)

Website: [www.corowaswim-in.org](http://www.corowaswim-in.org)

### **Accommodation contact details**

Ball Park Caravan Park, Bridge Road Corowa 2646 Ph (02) 60 33 1426 Sonia & Andrew Palmer

Corowa Airport, Redlands Road Corowa 2646 Ph 0415 704 748 Tabitha & Tim Hughes

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](mailto:corinfo@dragnet.com.au)

They will be able to assist in organising your booking.



Corowa 2003—Playing by the river

 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](mailto:kveinc@optusnet.com.au)



[www.corowaswim-in.org](http://www.corowaswim-in.org)

KVE Incorporated  
Organisers of the annual GPA Swim In  
Held on the long weekend in March  
  
Please visit our website for more info.  
Submissions for this newsletter can be emailed to  
[kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au)  
  
See you at Corowa in 2009!!  
  
KVE Team



Corowa 2005—Airport Lineup