



# KVE News

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

Edition 21

June 2015



2015 Corowa Swim-In - full report on page 5



Year of the  
Emergency Vehicles



Year of General Motors

## 14th - 20th March 2016

### 37<sup>th</sup> Annual GPA Swim-In & Military Vehicle Gathering Corowa, NSW

All types of military vehicles welcomed



Year of the Tank

**ENTER  
NOW**



Year of the Chrysler 2





# KVE Committee



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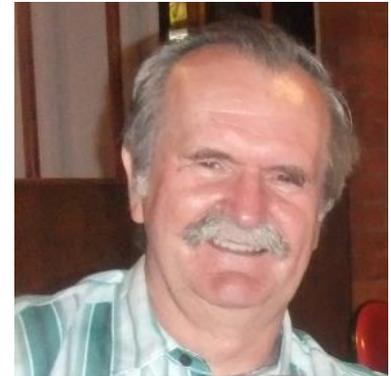
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No. 21

**KVE News**

June 2015

News magazine of KVE Inc.

**Khaki Vehicle Enthusiasts Incorporated**

**Organisers of the Annual Corowa Swim-In  
& Military Vehicle Gathering  
Held every March at Corowa, NSW.**

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**Editorial**

Another great Swim-In is over. This year the parade was changed slightly and being up in Sanger Street taking photos it was quite impressive. We heard positive comments from local people watching it. There were some interesting vehicles participating this year and not seen at the event before. Full reports are in this newsletter and there are a few tales from participants of their trials getting to, or returning from Corowa.

Work is now on going, making preparations for 2016. With two themes, one being Year of the Tank to commemorate 100 years of tanks in military use and the other being Year of the Chrysler 2 which will undoubtedly be dominated by Dodge WC vehicles, but it is hoped a few surprises might turn up.

Mike Cecil has once again written a theme based article for this issue, this time it is Part 2 of Australian Tanks (Part 1 was in the Special Edition given to participants at Corowa but hopefully it will be readable on the Corowa Swim-In website for those that missed it). Mike has also just finished a book on Leopard tanks in Australian service as well as co-authoring a book relating to Australian armour in the Great War, go to page 32 for more details.

Enjoy the read ..... and don't forget to book your entry in early, you will see why on page 13 ! Also note details of a Meeting on page 19, at Corowa on Sat. 18th July.

Regards, *Richard Farrant* - Editor

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## The President's Report

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June 2015 - President's report.

Well Corowa 2015 has come and gone and I hope everyone has had a safe fun time and safe journey home.

Most would have now done their ANZAC commitments and the winter solace is about to put most of our vehicles in hibernation for a while. This makes for a good time to look at our projects and what we have time and dollars to do. 2016 is Year of the Chrysler and Tanks so I hope to see another fine show of new vehicles next year.

I must thank all the volunteers that help put the Swim-In on, without them none of this could go off smoothly.

A number of new things were tried and none more so than the Parade and the direction it was driven. The concept worked well and the dual row of vehicles travelling down Sanger Street was well accepted by the community. It is always difficult to move 200+ vehicles through a town without disruption to local traffic. The next challenge will be to smooth out the traffic deviation and the mustering real estate needed. We are looking at ways to better muster and control our vehicles and ensuring all participants have the necessary convoy documentation.

The Swim-In is now using more social media to promote our event with the website, Facebook and of course all of the appropriate forums. Every year our event get bigger and stronger and modern communication helps spread the event to the world.

It was good to see our new Site Office in action, starting life as a Radar van and then later used as a caravan, it is good to have a piece of military history finding new purpose. There is still a bit of work to fit it out but it is still fit for purpose as is. Many hands worked hard to bring this vehicle back but a big thanks needs to go to Dutchie and Eddie for the continued focus after the working bee's and transporting to and from Corowa.

Don't forget this is your event and is put on for the enthusiast not the general public. If you want to try something or do something different then drop in a suggestion or email us. It is hard to stay fresh after 36 years of an event. Even better if you want to be involved join KVE and present your ideas.

Until next time

Roughie.

*Scott Rough*  
President

## Secretaries report for 2015

I am looking forward to the 37<sup>th</sup> Annual GPA Swim-In and Military Vehicle Gathering as the event will commence on Monday 14<sup>th</sup> March with Troy and myself getting married down by the Murray River on the land alongside the lagoon. Anyone who has arrived in Corowa by 4pm on the Monday is welcome to come down. We are still looking at final plans for the day and those who will be invited to the Reception will receive their invitations well ahead of time. You will probably find that there are some strangers at the event as we will have friends and relatives joining us for the weekend prior and even for some days after the event. You might ask why Corowa was chosen? After growing up in Southern Victoria and then moving to Sydney when I was 18 and attending all but two of the Corowa Swim-In's since 1980 we decided that Corowa would be a more central place and due to the many friends I have gained from throughout Australia and overseas many of them will be at Corowa from Monday 14<sup>th</sup> March.

**Entries for 2016:** I am sure you can understand that organising a Wedding and helping to organise this large event is a big feat. To assist I would really like entrants to send in their entry forms as early as possible. Even if you can't end up attending we will endeavour to get your participant pack to you.

**Grant from the Corowa RSL:** Once again we have a grant from the Corowa RSL for our parade. Scott Rough will be organising this again and our plan is to have more traffic controllers in place. With our first attempt at coming down Sanger Street we received more positive comments from people and we are going to do this once again in 2016. We may use Bangerang Park or another larger area to muster the vehicles so we will keep you informed if there are any changes.

### Themes for the following years:

2016: Year of the Chrysler 2 and Year of the Tank

2017: Year of the International and Year of the Carrier 2

2018: Year of the Land Rover

2019 Year of the Amphibian. There will also be 40 year celebrations of the Corowa Swim-In.

**Radar Van:** It was great to have our Radar van at Corowa for the 2015 event. It has come back to Sydney for some internal refurbishment and we have had it out at a couple of military vehicle events where we have gained some very positive comments from people. We have had it set up with a TV and DVD player so we can play past event DVD's. (you will notice there are two more Radar Vans now for sale elsewhere in this newsletter.)

**Membership to KVE:** We now have close to 100 members. If you are interested in joining please send me an email or download a membership form off the website and forward to me.

*Jan Thompson*

**KVE Secretary & Public Relations**



The Radar Trailer has been out at two events in the Sydney area recently and created a lot of interest as well as being a good focal point for promoting the Swim-In. Corowa DVD's have been playing on a TV screen as well. Events visited were the Machinery Rally at Menangle and the Military Extravaganza at Doonside.

## Secretary / Public Relations Report

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### **36<sup>th</sup> Annual GPA Swim-In and Military Vehicle Gathering** **Monday March 9<sup>th</sup> to Sunday March 15<sup>th</sup> 2015**

On Friday 6<sup>th</sup> March we arrived in Corowa for the Annual Gathering. This year we decided to go a day earlier to participate in an event organised by the Corowa Historic Vehicle and Machinery Club which was on Saturday and Sunday. Troy and Richard (from the UK) drove down in our Land Rover and made it into Corowa in good time without any issues. That evening we went to the Seafood Buffet at the Corowa RSL, had a few drinks and a good feed.

On Saturday the boys met up at the Machinery Club and participated in the Corowa Annual Vintage Tractor Pull and Vintage Rally. Some military vehicles participated in the tractor trek which went over the border into Wahgunyah and followed tracks along the river bank. They stopped half way to have a BBQ lunch provided by the Machinery Club. They came back to Corowa via the new bridge. It was approximately 40kms. Our military vehicles were very welcomed by the club members. Vehicles and drivers attending: Richard drove a Ferguson TEF tractor, Brian Healey drove an International tractor, Hugh Thompson followed in the RAAF Ford Blitz Ambulance, Doug drove a Ferguson Tractor, Neville and Troy drove their Land Rovers, Dave Argles borrowed one of Neville's Land Rovers and David Williams followed up at the rear, and had to take David Smith back when his John Deere overheated. Back at the club showground they had a practice Tractor Pull in the afternoon and in the evening we were all able to attend a dinner, auction and presentations. A great night was had by all.



Some of the tractors on the trek, taking a breather alongside a vineyard near Wahgunyah.

On Sunday we finished off the pre-registered participant packs, visited a couple of wineries and waited for the Radar Van to arrive. During the day I received photos and messages of its progress. More participants arrived on Sunday and set up their sites. What a site to have three semi's with vehicles arrive at Ball Park around 5pm. Eddie Gregier drove Dutchies' Volvo F88 and towed the Radar Van behind. We got the van into the right position and started setting it up so it could open for business on Monday morning. That evening we went over to Wahgunyah to Fairies Bistro for an enjoyable meal. During the afternoon I received a call from Harvey Black. He was on his way to Corowa after attending an event at Boorowa and needed to offload a few things. He had previously informed us that he was bitten by a snake a week prior to leaving home.



Where ever a tractor will go ... a Blitz will follow !  
 Hugh Thompson's Ford ambulance and three Land Rovers on the Tractor Trek having a breather with the tractors alongside Lake Moodemere.

Here is Harvey's story: On the 28th of February, I was called to Woolworths' Narrabri store to remove a black snake from the back store room. When picking up the catching bag, I was bitten on the finger by the snake inside. Following a bad reaction, I spent the weekend in Narrabri Hospital. At Boorowa for the local show the following Saturday, the finger became infected and a broken fang came out of one of the bite points; big surprise! I didn't want to get stuck in Yass hospital, so decided to tough it out until I

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reached Corowa the next day. On arrival at Corowa, on Sunday, and with a red track up my arm, hospital staff wanted to admit me. With far too much to do, I was able to negotiate a compromise where I wore a cannula in the back of my hand for three days and attended the hospital twice each day to get intravenous antibiotics administered. On the morning of the fourth day an allergic reaction to the treatment set in, and it was off the antibiotics and onto the antihistamines. All this was going on while I was producing the Daily Dispatches and undertaking my other KVE chores. I am on the mend now and the finger is slowly getting back to normal. I would have to recommend to anyone contemplating trying a snake bite not to do it!

The first official day was Monday and there were many participants registered in that day. The 'A Team' were first on the scene on Monday with Richard Farrant, Dave Argles and Brian Healey. Many people were interested in the Radar Van and the information sheets that were on the side of the van showing past and present pictures and information. By the end of the day there were over 70 vehicles registered in. Dinner at the local Italian was up to its normal high standard.



A rare Schwimmwagen turned up during the week, as yet unfinished but hopefully it will return to Corowa in swimming order

Simon Allen shared his story with me about getting to Corowa this year:

### **Journey to Corowa 2015**

*"Being the year of the GM Vehicle I decided to take my GMC 6x6, with memories of a disastrous trip in 2013 having faded and the truck having been 100% reliable for the last two years, what could possibly go wrong. I have arranged with my friend and fellow VMVC member Dave Mottram to travel together as he was bringing his recently imported Yankee Joe pole setting truck, and hadn't yet had the chance to put many miles on it or have total trust in it. Safety in numbers we figured! He would be travelling from Woodend and myself from Castlemaine so we arranged to meet at Lancefield and continue on together from there. I insisted on leaving early as I wanted to leave plenty of time in case anything went wrong, plus it would be cooler both in the cab and also for the engine and a lot less traffic for us to hold up. I left a 4am on the Monday which was a public holiday in VIC with a full load of rusty treasure for the swap meet in the back and the Ben Hur Trailer on behind with all our camping gear. My wife and son (Callum) would be travelling a few hours behind us, the idea being we would all arrive at Corowa at roughly the same time. The trip to Lancefield went fine except for heavy fog and hundreds of Kangaroos on the road between Carlsruhe and Lancefield. Met up at Lancefield with Dave and his passenger Keith Newsome and also Dave Stafford of QLD who was driving a rental and offered to follow behind.*

*We set off in convoy at a slow but steady pace and pulled over at Tooborac as Dave's dash lights had stopped working. A quick check couldn't locate the problem but the charging system seemed to be working fine and he had a torch to shine on the gauges for quick checks. Just prior to stopping I had heard an occasional noise coming from the engine – sounded a lot like generator bearings so while Dave was trying to fix his problem I popped the bonnet and shone my torch on the generator while the engine was running. Everything appeared to be ok with no noises present. We continued on to Puckapunyal and then across to the Hume Highway, the noise coming and going. Just before our breakfast stop at Mangalore the light suddenly went dim and the ammeter showed discharge. We pulled into the roadhouse and after lifting the bonnet it was pretty clear the generator was running red hot. Dave Stafford then asked me if I was a smoker and when I replied no he said why are you throwing lit cigarettes out your window then. I said I'm not. The sparks he had been seeing must have been coming from the generator not a good sign. While having breakfast and letting things cool down I rang home and organised for my 13 year old Callum to remove the generator from a spare engine in the workshop. Callum sent me a couple of photos to confirm it was the right part from the right engine and he struggled to remove it, as it was jammed*

between a car and another engine.

Meanwhile after breakfast and the generator had cooled we disconnected the wiring to it and oiled the rear bush and backed off the tension on the fan belt. There really wasn't much more we could do apart from cross our fingers. Being a public holiday there would have been nowhere open locally to repair it so all we could do was to continue on to Corowa.

All went ok until just south of Glenrowan with the smell of burning rubber and clouds of smoke let me know the generator had packed it in for good. We pulled up on the side of the Hume and tried to figure out a plan of action. Dave Mottram recalled being in a similar situation many years beforehand and by shortening down the fan belt enough just to run the water pump. He had done this by cutting the belt and re-joining it using fencing wire and had managed to limp home. This was the only idea we could come up with so the two Dave's went foraging on the side of road for fencing wire, whilst I removed the fan belt and cut it into the correct length. Eventually they returned with some rusty old wire and the first of many attempts was made to join the belt successfully. Luckily we had plenty of tools but the wire was incredibly difficult to form into the shape we needed. After two hours of attempts and false starts we finally conceded this wasn't going to work and started to get all the gear out so Dave's Yankee Joe could tow the GMC and Ben Hur. Would have been a big ask of the Yankee Joe but not impossible. Just then my wife and son pulled up behind us with the replacement generator which took about ten minutes to fit. All I had to do was fit the spare belt and we would be on our way. Lifted the seat and you guessed it, no spare belt. At this stage we did not know what to do and were about to resort back to the towing idea when my wife after rummaging around the back of our 4wd came up with a hand full of old belts. None of them were the right section but it was worth a try. I found one that was too long but by releasing the clamp on the generator and laying it over until it was touching the chassis rail there was enough tension to spin everything. We set off at a slower pace the belt continually screeching but holding together.

Dave Stafford kindly offered to head to Albury and locate a correct replacement belt and then back track and meet up with us where ever we had gotten too. I really did not think we would get far as the belt was continually screaming but although the engine was running hotter than normal it stayed steady so on we went. After what seemed like ages we limped into Corowa around 2pm. Dave Stafford had already arrived with the new belt and then within ten minutes work had it all fitted and everything back to normal. The week of Corowa and the trip home was mechanically uneventful and as usual we all had a great holiday."

Tuesday saw a lot more vehicles in town. That afternoon Mark 'Fletch' Fletcher arrived and joined us for a KVE meal at Neville Smith's that evening. There were presentations and a few speeches along with a BBQ that nearly turned into a bushfire. There were a number of stories circulating about people's problems in getting to Corowa this year. We hope in the future people put these in our Suggestion Tin (old Jerrycan) so then we can better determine who deserves awards.

The Albury RSL Sub-Branch and Albury City Council invited us to a parade and display they had organised for the WWI Centenary. Hugh Thompson left a bit earlier than the remainder of the convoy. The main convoy went via Howlong where David Smith joined. We met up at Hovell Tree Park, were escorted by 4 Highway Patrol cars and the parade went through the main streets of Albury and back to Hovell Tree Park. TV coverage by Fletch from Classic Restos, WIN TV and Prime TV. Fletch will feature some of this in the show he has done for us. Tamara Whitsed from Owner Driver magazine joined us and did some stories both on Wednesday and Saturday. This will be in the April edition of Owner Driver. The weather was great and the location was shady and gave people an opportunity to meet others and was conveniently located near the Bakery. After leaving Albury a couple of the vehicles stopped off at David Smith's property to check out his shed with motoring memorabilia and then looked at a local scrap yard. I left Albury and went back via a few wineries.



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Thursday was the trip to Mulwala and Yarrowonga. We had been approached to come across and be a part of their WWI Centenary celebrations. The first stop was the Sacred Heart Primary School. The school children enjoyed having the opportunity to climb in and toot the horns of some of the vehicles. Some people went straight to Club Mulwala. The vehicles parked amongst the impressive display of military memorabilia on site. Two free lunches per vehicle were given and it was another great day.

During the week Dave Argles had problems with the brake light wiring on the Austin ambulance and had to call on the local auto electrician, so on Thursday decided to give it a run down towards Hopefield to check the speedometer and this was its longest test run to date. Brian and Richard both had a short drive and gave it the seal of approval. There were a number of swap meet sites in Ball Park Caravan Park which kept people interested and some bargains were found.



I spent the day in Corowa assisting Fletch with his 'Classic Restos' military vehicle episode. Interviews were done with Richard Farrant who talked about the Radar Van restoration, followed by Andy McFarland and his Chev Cinema Van, Hugh Thompson with the RAAF Ford Blitz Ambulance, Graham Meyer with his Chev Ambulance and while we were having lunch John Belfield arrived with his Kaiser wrecker and Chevrolet LRDG truck on a trailer. Fletch interviewed John and this part of the episode will mention about John's past endeavours. Karen and Mark Johnson were interviewed about their 1975 Condor A350 (Ex Swiss Army) motorbike. When back down at the river we got some footage of the GPA's entering the lagoon and Darrin Wright's LP2 Carrier. Fletch was given a ride and enjoyed every moment of his time spent at Corowa.

Friday morning was the KVE members BBQ which was very successful and drew members together and also non-KVE members who dropped in for a visit which was really nice. Thanks to Brian Healey and Dave Argles for organising the food etc. Fletch joined us for breakfast before departing for Geelong in Victoria. Soon after, Tony Nassar arrived in his 1964 Amphicar. While having breakfast a lady from the Rutherglen High School come over and asked if we could organise for the vehicles going to Rutherglen to visit her school. As usual Neville made sure this happened after the vehicles went to the Rutherglen Gold Battery.

At 10am Land Rover owners were asked to take their vehicles over to Rowers Park (opposite Ball Park) and a photoshoot was done and awards were given to people. The following are award winners:

S2-S2a GS: Mick M.

S2-S2a I06RCL/Convoy Escort: Glen H.

L/weight Air Portable: Phil H.

S3 GS: Gary C.

Forward Control: Phil C.

Perentie: Glenn C.

Perentie RFSV: Adam B.



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A convoy left Corowa at 10:30 for the Rutherglen Gold Battery. Named on Australia Day as the Shire's top community group, the battery is a unique land-mark that is run by a small committee. Located on the northern fringe of Rutherglen, the purpose of the battery was to crush quartz from nearby quartz reefs and extract gold from within. This site was close to the Rutherglen quartz mine and surplus water from the mine was used by the battery back in its days of use. After being closed down for a number of years, it underwent a restoration in 2011/12 to now be available for public viewing daily between 9am and 5pm. They have managed to receive a few government grants which has helped out a lot. The main aim is to show people what used to be performed here and what it was like in that era.

I had previously seen Tony with the Amphicar on TV when Fletch interviewed him in Canberra. After a few enquiries I got in contact with him and he assured me he would attend our Swim-In. It turns out he lives in Cooma and knows Manfred Henkel very well. I made it clear to him when corresponding that I wanted a ride and he chased me down during the day so I could enjoy another amphibious experience and this time managed to stay dry. Many people had the opportunity to go for a drive and as most of us were used to climbing over the sides of a GPA or DUKW it was a privilege to be able to open a door and get in comfortably. It was in the water again on Saturday. We always welcome people with non-military vehicles who want to come along to our event and particularly those with amphibious vehicles which is how our event started back in 1980.

The committee of KVE were invited to the Corowa Shire Offices for an afternoon tea. We met the Mayor, General Manager and other council people who had been involved with us to make sure the event was successful. This led to more exposure in the Corowa Free Press. Richard was interviewed and photographed by the local journalist.

During the day Mike Cecil arrived and he had an opportunity to talk to many people he has known for many years. He also met people whom he corresponds with on the MLU forum. That evening he gave a very informative talk over at the Corowa Footy Club. The Footy Club provided us with a delicious buffet meal for a reasonable cost along with drinks.

The main day was Saturday 14<sup>th</sup> March. We were able to organise a coffee van down at Bangerang Park which was a request from the previous year. At 7am vehicles started arriving in Bangerang Park. This year the parade took a different route which we knew could raise issues. Thankfully worries were unfounded. The parade left at 9am and went up Riesling Street which is parallel to Sanger Street (main street). The vehicles came down Sanger Street in 2 columns which was more spectacular than the past. Some of the vehicles went left and others went right at the bottom roundabout. There were a number of positive comments about our changed parade route. We will improve on it in 2016.

The swap meet was in full swing when we arrived after the parade and many bargains were found. Each year the swap meet gets bigger and more variety of stalls. Dutchy organised the vehicle line up and photos were taken from a cherry picker. A photo was taken of MLU Forum members at midday followed by KVE members. This has been a regular occurrence for the past few years. I organised for all the amphibious vehicles to go down to the lagoon at 2pm. They enjoyed showing their vehicles and taking people for rides. We thank them for bringing their vehicles to our event. I enjoyed chilling out watching these activities.

At 8pm we had our presentations and raised money for the event, The World's Greatest Shave (fundraiser for the Leukaemia Foundation). Jim and Jenny Bennie's daughter Helen Koopman and her daughter Emily participated in the shave which was at Strathmerton. Many thanks to those who donated money on the Saturday night. (see photos on page 13 : Ed.)

Sunday was the day where most vehicles headed for home. We had a KVE General Meeting followed by

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an AGM at the Civic Centre. The Radar van was cleared and made its way back to Sydney for interior work. An enjoyable lunch was had at the Chocolate Factory and in the evening we went for a final dinner at the Corowa RSL.

Another story of a participant's mechanical mishap, this time on the way home Ron Fry had some problems. Here is a report from Ron:

*"Drive shaft came off when going down hill at a 'Blistering' 70 kmh. But by the time I could pull up 'with the heavy tank on the back', it had shaken the truck like a paint mixer in a hardware shop and flapped around smashing anything it could underneath. Then the drive shaft dug into the road and tore itself in half and ripped off the uni at the diff, and spread itself all over the highway for other road users to hit and smash their car or wheels and suspension. Daughter Matilda was upset and crying from the scary incident. I had to risk life and limb to dash out and pick up all the metal debris as idiots would continue straight at it, (glaring at me like I should not be there).*

*Got a lift home by a couple of good blokes from the Geelong Re-enactment Group. We were very lucky as most people had already left Corowa to return home. Went straight back with my recovery truck to lift tow the whole oversize combination from the side of the Hwy. I did not think the police would like to find an abandoned tank left at the side of the Hwy, (made sure I removed all the machine gun replicas first). Flashing lights and flags and signs every where I could, as it was getting dark by now. Lift towed the long heavy oversize combination the next 60kms along the emergency lane at 20 km per hour until I got it to the Euroa service centre at 10 o'clock at night. Poor old recovery truck overheating the whole way due to the load. Could not have pulled it during the heat of the day. Lucky the emergency lane was wide enough and clear to continue along. Only had to move out onto the Highway a few times when going over bridges and such. I could leave it at the service centre until I got a new drive shaft made. Left it where it could be seen by the security cameras and attendants.*

*Had to wait all week for the shaft to be made, @ \$600.00. Then another \$60.00 for new bolts and a couple of spanners, (in case my tool box had been stolen while sitting at the service centre). Apparently it was a real tourist attraction the whole time it was there. Many oil and fuel leaks due to the severe shaking. Nice mess on the concrete that I cleaned up with heavy duty truck wash before leaving. Drove home, now very clunky sounding in the gearbox and diff. Worried about any little vibration I feel when speeding up over 60kmh down hills. I think mostly in my mind though. After getting home had to get a lift back to Euroa to retrieve my other vehicle. Following days spent repairing oil leaks and fitted a new fuel tank due to the old one leaking. Next job is the exhaust muffler which now has a hole and dents smashed into it. Then onto straightening the chassis and mounts for the Joe box. So an outing that was supposed to be fun for me and my daughter turned into a stuff around and expense.*

*Unfortunately the money I made selling things went to a new driveshaft.*

*Regards, annoyed Ron and scared Matilda."*

### Awards for 2015

1. **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: John Oldenmenger Reason why: all the work he has done to make sure our Radar Van arrived at Corowa for our 2015 event. This year he spent the whole week with us for the first time.

2. **Hard Luck award:**

Name: Harvey Black Reason why: was bitten by a snake in the lead up to the Corowa event and ended up having to go to hospital a number of times while in Corowa.

3. **Breakdown Award:**

Name: Peter Kunz junior Reason why: Diff broke on his way to Corowa and had a spare diff but it did not fit as it was from a 1/2 Dodge instead of a 3/4 ton Dodge. He found one in Jindera and then spent Wednesday refitting the diff.

4. **Longest distance driven in a military vehicle:**

Name: Garry Schluter Drove from WA in his Toyota Troopy

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### 5. Encouragement Award:

Name: Troy Creamer

### 6. Vehicle - People's Choice For your favorite vehicle attending this year.

Name: Hugh Thompson      Type of Vehicle: 1945 Ford Blitz Ambulance

### 7. Emergency vehicle - People's Choice: For your favorite Emergency vehicle attending this year.

Name: Dave Argles      Type of vehicle: 1945 Austin K2 ambulance

### 8. GM vehicle - People's Choice: For your favorite General Motors group vehicle attending this year.

Name: Graham Meyer      Type of General Motors group vehicle: Chev Ambulance

An award was given to Tony Nassar for the 1964 Amphicar.

Awards were also given to the GPA owners who gave rides: Manfred Henkel, Richard Sanders, Mitch Groves and the Bennie family.

Dutchy received a Dipstick award after we were told he thought for the first 2 days that his tooth paste tasted strange. He finally looked at the tube to find he was cleaning his teeth with Canistan Antifungal cream. At least his mouth should be fungal free.

### Themes for Future years:

2016: Year of the Tank and Year of the Chrysler 2 Monday 14<sup>th</sup> to Sunday 20<sup>th</sup> March 2016

2017: Year of the International and Year of the Carrier 2

2018: Year of the Land Rover

2019: Year of the Amphibian    There will also be 40 year celebrations of the Corowa Swim-In.

Next year Troy and I will be getting married on Monday 14<sup>th</sup> March which is the first official day of the event. Weather permitting it will be beside the river and the lagoon. We welcome anyone to come along to the service and you may bring your military vehicle. It will be held at 4pm.

### Vehicle list:

43 Willys Jeeps	31 Ford Jeeps	40 Land Rovers
9 Chev Blitz trucks	6 Ford Blitz trucks	5 GPAs
8 Studebakers	5 Dodge Weapons Carriers	3 Dodge Command Cars
1 Dodge M37	2 Dodge WC53 (Carryall)	1 BMW R-75 motorbike
1 1½ ton 4x4 Chev Yankee Joe	2 White Scout Cars	2 Harley WLA
1 Mercedes Benz Fire Truck	1 VW Schwimmwagen	1 VW 181
1 Chev Cinema van	3 Unimogs	1 C15A Indian Chev replica
1 Datsun 200B	1 International F1	1 International F2
1 Acco Mk 5 tipper	International Acco Mk 4 fire truck	1 1983 International Fire Truck
1 Austin K2 ambulance	2 Yamaha Motorcycles	1 International tractor
2 Ferret Scout Cars	1 LP2 Machine Gun Carrier	2 LP2A Machine Gun Carriers
2 Leyland Mokes	1 Mule	2 HUMVEEs
1 Zundapp KS motorbike	2 Toyota HJ47	1 Condor Motorbike
1 Chev Ambulance	2 Mutts	1 1979 International 510A
2 Austin Champs	1 Pinzgauer	1 Bedford QL
1 LRDG Chev replica	1 Kaiser Wrecker	1 NM Mack
1 Valentine tank	1 Ford Van	1 1973 VW 182
1 LPI Carrier	1 Strickland Carrier	1 VW S2E
1 BMW Replica motorbike	1 Schwinn pushbike	a few military pushbikes
1 Falcon Wagon	1 GMC	Plus a 1964 Amphicar

**Total of 218**

*Report by: Jan Thompson*



During our presentations on Saturday evening we raised money for The World's Greatest Shave (fundraiser for the Leukaemia Foundation). Jim and Jenny Bennie's daughter Helen Koopman and her daughter Emily participated in the shave.

Deborah Birrell has sent these before and after photos of Helen and her daughter Emily. The shave was at Strathmerton. Helen intends to write to thank those who donated for their generosity. She and Emily were overwhelmed by the amount raised. Thank you for your support of this. It turned out to be interesting with Graham contributing as well.

## **IMPORTANT - Participant Entries for 2016**

As many of you are aware, Jan Thompson, the KVE Secretary, is getting married at Corowa on the first day of the 2016 Swim-In.

In order to lessen the work for everyone on the lead up to the event and during the week, we would very much like to get as many participants as possible to send their entry forms in as early as possible. Any time from now on is perfectly alright. Also, it would be appreciated by those of us covering these tasks if all entries were sent in on the correct entry form, no verbal phone messages or texts will be accepted. Forms are available from our website or in the back of the newsletters.

All entry fees must be sent in with the form or by bank payment. Regarding bank payments, please enter the payment reference number on the form as we had had problems identifying payments this year because numbers did not tie up with the forms.

By entering early also enables us to gauge numbers of participants as we have to order promotional items, such as hats, etc, well in advance.

We thank you in advance for your co-operation and understanding.

Entry form on page 40 of this newsletter

or download from website: [www.corowaswim-in.org](http://www.corowaswim-in.org)

## Promoting the Corowa Swim-In

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Some might think that the Corowa Swim-In 'just happens' and we roll up a few days before, but work does not cease. As soon as the last event is finished we start all over again, spreading the word, promoting, preparing along with encouraging and cajoling people to send in their entry forms.

Never one to miss an opportunity at promoting the Swim-In, Jan Thompson is seen giving a copy of KVE News to The Governor of NSW, His Excellency General The Honourable David Hurley at the recent ANZAC event organised by Castle Hill RSL in Sydney. The Governor showed great interest in the vehicles on display and spoke to a number of owners as well as being introduced to a very young MV enthusiast.



**14th - 15th November 2015**

**Bendigo Showgrounds  
Holmes Road,  
Bendigo, VIC**

**Contact details:**

**Rebecca Dempsey  
0427 446 660**

**Fax. (03) 5443 4785**

**info@bendigowap.com.au**

The historic vehicle display at **Bendigo Swap Meet** for 2015 will be **military vehicles** to commemorate the 100 years since WWI. The organisers are inviting anyone willing to display their military vehicle(s) over the weekend. Each exhibitor will be issued two weekend passes to the Swap.

Trailer and tow vehicle parking space will be allocated if requested. Vehicles will be required to be on-site by 9pm Friday 13th Nov. and remain until 1pm Sunday. Security will be on site all of this time.

I will require the following details to help me organise the display:

Name and contact;

Model;

Year of manufacture;

Engine, no. of cylinders, OHV or SV, capacity;

body type; body builder;

special features; brief history.

**Importantly:** dimensions; length and width

Contact **Rob Moors**, Display Co-ordinator, **0427 396 254**

email; **robnglen@exemail.com.au**

Rob will be away until mid-Sept and will be in contact again on his return.

## Guest Speakers for 2016

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### The Guest Speakers at the 2015 Corowa Swim-In will be Lang and Bev Kidby

Lang is an internationally renowned historic aircraft aviator and adventurer. He was an Australian Regular Army pilot with the Aviation Corps for 14 years, receiving the rank of major, and a Churchill Fellowship. He has lead military and civilians through jungles, owned and run a marine construction company, organised recovery expeditions in PNG and Indonesia, commanded relief convoy trucks in Iraq.

Lang is known around the globe for his work restoring ancient aircraft and retracing some of history's great flights.

To commemorate the 70th anniversary of Bert Hinkler's first solo flight from England to Australia Lang restored an Avro Avian biplane and flew it 40,000 kms through 18 countries. He took part in TV documentaries, inc. "The Greatest Flight", where he and Peter McMillan and their team constructed a replica of the huge Vickers Vimy biplane to recreate the Ross brothers' historic flight from England to Australia.

In 2004, Lang and Bev restored a 1940's Dodge staff car in Australia, shipped it to Aqaba in Jordan, then drove to Normandy to take part in the 60th anniversary of the D-Day landings. A chance meeting in Normandy with another Australian, Warren Brown, (who was taking part in the D-Day tour with the current editor of KVE News), lead to yet another adventure. Lang and Bev, with Warren Brown, recreated the great 1907 Peking to Paris motor race. They gathered the same five makes of 1907 cars (Lang restored a fabulous 1907 ITALA as their own vehicle). Setting off from Beijing, with Lang and Warren leading the group and Bev doing all the administration, they travelled through China and across the Gobi Desert before entering Siberia for a 12,000km adventure all the way to Paris. All five 100-year-old cars made it to the finish!

In 2009, Lang and Bev lead a group of Australians and New Zealanders in military vehicles from Istanbul, Turkey across Europe to end up in Normandy once again to join the UK military vehicle group, MVT in their D-Day Tour to commemorate the 65th anniversary.

Another trip was around the World in a 1969 Fiat 500 Bambino ..... that is 35,000km in 99 days ! Bev and Lang drove the smallest car ever to do a world circumnavigation from Vladivostok, Siberia to Anchorage, Alaska. There are plenty more stories to tell and I am sure that Lang and Bev will keep us entertained on the Friday night at Corowa Footy club.



The Editor

**37th Annual Corowa Swim-In  
& Military Vehicle Gathering  
Saturday 19th March 2016  
SWAP MEET**

The Swap Meet at the Showground will have covered and outside pitches available and it is requested that those who wish to book a pitch, do so in advance, to ensure they get their choice of Undercover or Outdoor.

Stallholders only, will be able to camp at the showground from Thursday to Sunday, charges will be \$10 per person / per night. Stalls can be open from Thursday to Saturday and charged per day as below.

**Stall rates**

\$10 for Outdoor site 6 x 6 metres (approx.)

\$20 for Undercover site 6 x 6 metres (approx.)

Double the rate for 6 x 12 metres (approx.), etc.

**Rules which the Showground Trust have requested we abide by:**

- Dogs will be allowed and must be on a leash at all times.
- Only Swap Meet stallholders to camp on site.
- Stallholders to remove their own rubbish from site, failure to do so will mean no stall there in at future events.

Stallholders who are camping will be able to use the cold showers and toilets which are owned by the Show Society. The Racecourse toilet block will be opened either Friday night or Saturday morning.

The Swap Meet will be managed on behalf of KVE. **Jan McKenna** from the Show Society will be organising the sites and collecting all camping and stall fees. Her contact details are as follows:

**janandfrankmckenna@bigpond.com**

or phone (02) 6033 1148 - Mobile 0427 331 148

**The Booking form is on page 38,  
advance enquiries to Jan McKenna as above.**

## Accommodation Options in Corowa area

This list is of accommodation in Corowa and surrounding area, for those wishing to come to the event next March. For further information, please contact the Corowa Visitor Information Centre on Freecall; 1800 814 054. They are there to help you and are willing to search and book for you..... or you can go online and do it at [www.visitcorowashire.com.au](http://www.visitcorowashire.com.au)

Business Name	Location	City	Phone
<b>Caravan Parks</b>			
Ball Park C/Park Holiday Retreat	Bridge Road	Corowa	02 6033 1426
Howlong Caravan Park	55 Hume Street	Howlong	02 6026 5304
Rivergum Holiday Retreat	386 Honour Avenue	Corowa	02 6033 1990
Bindaree Motel & Caravan Park	454 Honour Ave	Corowa	02 6033 2500
Corowa Caravan Park	84 Federation Ave	Corowa	02 6033 1944
<b>Motel</b>			
Arcadia Motor Inn	127-135 Federation Ave	Corowa	02 6033 2088
Best Western Heritage Motor Inn	25 Edward Street	Corowa	02 6033 1800
Comfort Inn Federation	330 Honour Avenue	Corowa	02 6033 2022
Corowa Golf Club Motel	Hume Street	Corowa	02 6033 1466
Corowa Motor Inn	69-73 Riesling Street	Corowa	02 6033 1255
Golfers Lodge Motel	71 Hume Street	Corowa	02 6033 1366
Golfers Retreat Motel	57 Hay Street	Corowa South	02 6033 2059
Greenacres Motel	91-99 Federation Ave	Corowa	02 6033 2288
Howlong Country Golf Club	194 Golf Club Drive	Howlong	02 6026 5321
Lone Pine Motel	17 Lone Pine Avenue	Corowa	02 6033 2966
Lovells Motel	203 Sanger Street	Corowa	02 6033 1566
Motel Menere's	146 Federation Avenue	Corowa	02 6033 1066
Motel Wingrove	147 Federation Ave	Corowa	02 6033 2055
Murray View Motel	193 River Street	Corowa	02 6033 2144
Riverside Water Front Motel	7-9 Cadel Terrace	Wahgunyah	02 6033 1177
Statesman Motor Inn	2 Edward Street	Corowa	02 6033 2411
Yarrowonga & Border Golf Club	Gulai Street	Mulwala	03 5744 1911
<b>Self Contained</b>			
19 on Nixon	19 Nixon Street	Corowa	0418 124 850
Coromandel House	14 Tower Street	Corowa	02 6033 1001
John Foord Guesthouse	7 Braintree Avenue	Corowa	02 6033 5284
Kath's Place	15 Wanstead Street	Corowa	02 6033 1001
Murray Banks Holiday Units	76 Federation Avenue	Corowa	02 6033 2922
Murray Lodge Holiday Units	35/41 Tower Street	Corowa	02 6033 1712
Murray Rest Cottages	43 Barkly Street	Wahgunyah	02 6033 3685
Oakleigh	Piggins Rd Hopefield via	Corowa	02 6033 1814
Pete's Place	20 Gitchell Street	Corowa	02 6033 4495
Roseleigh	6a Lindsay Street	Corowa	03 9727 0493
Savernake Farmstay	Savernake Station	Yarrowonga	02 6035 9415
Terminus Flats	Cnr Edward & Sanger Sts	Corowa	02 6033 4071
The Shanty Waterside Cottage	The Shanty, Spring Drive	Corowa	02 6035 3838
The Stable @ Riesling S/Leggero	1/51 Riesling Street	Corowa	0439 456 337
<b>B&amp;B</b>			
Stableford House	22 East Street	Howlong	02 6026 8524
The Old Post Office Howlong	39 Hawkins Street	Howlong	02 6026 8278

### Hotels :

**The Royal Hotel**, 95 Sanger St., Corowa. 02 6033 3760 [royalhotelcorowa@westnet.com.au](mailto:royalhotelcorowa@westnet.com.au)

**Hotel Australia**, Sanger St., Corowa, NSW 2646 02 6033 1052



# 2015 Corowa Swim-In

## New DVD out now!



Another Swim-In has been featured on Classic Restos, make sure you get your copy of the DVD now. It has interviews and features of well known characters who participate in the event each year, talking about their vehicles.

The programme is shown across the country as well as New Zealand, USA and the UK.



The themes of the event for 2015 were Year of the Emergency Vehicle and Year of General Motors, with many of these featured as well as a LP2 Carrier and the Canadian Radar Trailer, now serving as the KVE Site Office.



Presented by  
**Fletch**

Classic Restos in association with KVE Inc. have made these copies available in order to fund further episodes of the programme at the Corowa Swim-In.

2013 & 2014 DVD still available, see form below.

**Order your copy of the DVD now - good value at \$15**

Contact: Jan Thompson on 0423 943 010 or email to [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au)

Please may I order :

2015 qty:	2014 qty:	2013 qty:
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Payment by cheque or money order payable to 'KVE Inc.', sorry no credit card facilities.

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

or by Bank Transfer to Westpac account for: 'Khaki Vehicle Enthusiasts Inc.' BSB: 032521 Account no. 162538

Please ensure your name is on the Bank Deposit / Transfer form with 'DVD' added, then post or email this form to the above address.

Name: .....

Mailing address:.....

Town/City:..... State: ..... Post code: .....

Contact phone no: .....Email: .....

Bank deposit ref. no. .... Date: ..... Amount paid: .....



## Military Vehicles at Warbirds Downunder 2015

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KVE has been invited to assist with getting military vehicles to come to the 2015 Warbirds Downunder airshow at Temora on 21st Nov. 2015. See below:

**WARBIRDS  
Downunder**

**AIRSHOW  
2015**

TEMORA, NSW, AUSTRALIA

[WWW.WARBIRDSDOWNUNDERAIRSHOW.COM.AU](http://WWW.WARBIRDSDOWNUNDERAIRSHOW.COM.AU)

**EVENING AIRSHOW  
NOVEMBER 20TH 2015**

**FULL DAY AIRSHOW  
NOVEMBER 21ST 2015**

**TICKETS ON SALE MAY 5th, 2015**  
**EARLY BIRD ADMISSION PRICES:**  
 Friday Only: Adult \$25 Child\* \$10  
 Saturday Only: Adult \$40 Child\* \$10  
 Two Day Pass: Adult \$60 Child\* \$15  
 \*Child 5-16yrs, Under 5yrs Free

STATION Temora NSW MUSEUM

Proudly supported by Destination NSW

**FOR THOSE WISHING TO DISPLAY THEIR MILITARY VEHICLES AT THE WARBIRDS DOWNUNDER AIRSHOW PLEASE CONTACT JAN THOMPSON on 0423 943 010 or email: [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au) AS SOON AS POSSIBLE WITH YOUR NAMES, VEHICLES AND WHETHER YOU NEED CAMPING SPACE ON THE AIRFIELD.**



## General Meeting of KVE

Saturday 18th July 2015



to be held at Bindaree Motel and Caravan Park, Corowa at 1pm.

This is for members and non-members and you are also welcome to attend a brunch at Neville Smith's property at Hopefield, from 9am on Sat. 18<sup>th</sup> July.

Please let Jan know if you are planning to attend, contact details below:  
 Mob. 0423 943 010 Email: [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au)

## Graham Meyer's Ambulance story

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I have a story to tell and it involves World War II, Aussies and our great ally America and Americans. It is in the following story that someone may recognise a Grandpa, Father, Uncle or loved one. Read on.



I have been involved with Variety the Children's Charity Newcastle Tent that actually started in America in the late 20's. Their charter was and still is to look after sick children. We raise money each year to enable this support to be ongoing and in Australia we do this each year by decking out our old cars (pre 1974 originally pre 1964) in as an outrageous as possible colour scheme and gimmicks as possible yet remain road legal. We then commence a drive around our State of N.S.W. for a week covering approximately 3000Kms or 1800 miles visiting schools every breakfast and lunch time stop. To this end approximately 75 cars and teams raised roughly \$700,000 in 2014.

In 2004 my brother Gary and Ray "Bluey" Keevers, Craig Jobson and myself embarked on a journey around the State to show the children the trucks of the Second World War. Gary and Bluey provided the transport at their own expense to show thousands of children the vehicles that the Aussies and Americans used. These included an open cab CCKW353, Dodge ¾ ton, Dodge ½ ton, Jeep and Chev 1500 Series Australian Ambulance. Gary and Bluey owned these vehicles and were supported by Craig and I dressed as Americans complete with Yank steel helmet. After a week our neck muscles were noticeably stronger, and yes, we called each other Dogface, apparently something Yanks would be familiar with!!

I must add we drove around with them in a 1968 Holden Statesman painted matt green donated by Bluey. This car was up for raffle and I bought \$150 worth of tickets. I was lucky enough to win the car ( No...I did not draw out my own ticket!! - it has been one of the very few things I have ever won).

Anyway after a couple of years through some trading and contra deals Variety ended up with the Holden and I with the Ambulance. Over the years I have driven it to show at Vintage Machinery days at both Quirindi and Manilla – both small towns about 25 miles south and north respectively of Tamworth N.S.W..

Since 2004 I have attended the Corowa Swim-in which by now 2013-2014 is one of the biggest military gatherings in Australia. Corowa is situated on the Murray River which in itself forms the border between N.S.W. and Victoria. Initially the Swim-In started off in 1979 with a couple of GPAs (hence the name Corowa Swim-In) as I said now is the biggest military gathering in Australia. Many visitors come from USA, Canada, England and New Zealand that I personally know of. Each year the organisers offer a dual theme to the eager entrants and consequently creates more interest and further enhances the restoration of "lost" vehicles. 2015's dual theme was for Emergency vehicles and the Chevrolet. So having a Chev Ambulance I was in the box seat to fulfil both themes with one vehicle.

I was a bit tardy at first during 2014 in thinking (wrongly) that all I had to really do was to give her a bit of a tidy up paint wise, make a platform in the back to put 2 canvas pole stretchers in as I had no idea at all as to the configuration of the back. I was contacted by Richard Farrant in England, our Editor of K.V.E. (Khaki Vehicles Enthusiasts) in mid September (the wonders of the Internet!!) as to the availability of photos of the vehicle as it would suit the cap emblem as it covered both themes. My wife Marie took the photos and forwarded them to Richard. This in turn was sent to Warren Brown who drew the outline, from the photos and thence back and forwards to be approved as our cap emblem. I might add Warren Brown is first a cartoonist for a large Sydney Daily Paper, a world renowned motoring enthusiast, Paris to Peking participant and documentary maker and a collector and has a love of military vehicles. With this all added up I started to rethink my strategy with the old '42 Chev. I couldn't just tart her up with a bit of lipstick (paint) and expect her to show off everything that Chevrolet and emergency vehicles represented.



## Graham Meyer's Ambulance story - cont'd

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A neighbour, Gary Redgwell, then embarked on a search of the internet. After about 2 to 3 weeks he came up with just 6 images because even though he put in 'Chev' nearly every image he got was Indian pattern Chevrolet, Chev Blitz or Dodge ¾ ton Ambulance. By this time with a few false starts and some promised help not arriving, time was running out. I still did not realise the extent of the job but more of that later. During December my mother who had battled Lymphoma Cancer for 6 years was failing fast. Marie and I visited as much as we could in those weeks of December. Mum lived in Glen Innes a distance of 220kms (130 miles).

A very good mate of mine, Al Martin, decided I wasn't getting anywhere so he took the rear doors off on 1st December and started to restore/repair them. I really started to worry once midway through I appraised them, they weren't repaired, they were completely rebuilt. So immediately after Christmas, we attacked and pulled the first side out!! What greeted us was a rusted, previously repaired sheet metal side, and what was left of the remnants of 72 year old rotted wood that weighed next to nothing and luckily in nearly all cases provided us with a template of what we would recreate over the next 12 weeks. The previous tradesmen, carpenters and sheet metal workers who left a legacy of accuracy and professionalism drove us to recreate their same ideals. This at a time when our population was over 6 million and we had a million men and women in uniform. Actually the highest participation rates as a percentage of our population of all the allies. I know Americans revere their Veterans, we do also but in truth we did not do it soon enough, very much too late, our Anzac Day now attracts millions of participants who now honour our past Veterans.



With work now in real progress Al's Dad Keith, and my wife Marie painting, real progress was being made. However, on 31st December I made a visit to Mum and it was to be the last sad visit as she passed away on 1st Jan. 2015. She was surrounded by her family, husband Doug, 3 sons and 4 daughters. My resolution later that day was to dedicate the rebuild of the ambulance to our mother Enid May and to name the vehicle in her memory.

After the next harrowing week, work recommenced, my zeal to see it completed invigorated by the ability to name the Ambulance. I was now helped by another mate Craig Jobson who did all the building and fabrication of the stretchers, angles and brackets. I spent ½ day poring over the 6 photos available from the Australian War Memorial. (Photo acknowledged)



Above:

A Melbourne Sun War Correspondent, Osmar White, with members of a US Medical Unit in a Chev ambulance outside his home at Brighton Beach. White had both his ankles broken by a bomb blast during the battle for the Solomon Islands. 15-8-43

(Copyright expired - public domain)

## Graham Meyer's Ambulance story - cont'd

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In these photos I measured with Vernier Calipers their face width, hand width and then measuring mine to get an idea of a formula to arrive at sizes of equipment as none was available anywhere. So thank you to those unnamed American personnel. You were still helping, unknowingly, if you or your relatives are still with us. Let us know – there could be another story for the M.V.P.A.



My neighbour Gary Redgwell who was a cabinet maker, then took on the task of cutting and forming the intricate shapes of the cab roof structure. Some of those intricate shapes displaying past expertise and craftsmanship were used as a template to make his task a little easier. There were about 16 individual and varying shapes to be replaced.

Luckily Al owns a Powder Coating business that had closed down for a month over Christmas break so he and his Dad were able to help and lead the restoration. It was ironic because 10 years before he had worked for a company for 20 years that built ambulances for civilian use and the Australian Army on Land Rovers. Al went back to his business from end of January and I continued on with building the rear area. The stretcher bases, new flooring and lining. I would get surprise visits from Al checking on my progress. Marie was diligently painting everything 3 times to preserve the timber. Between Marie and Keith they were to use 26 litres (6 gallons) of paint. Unbelievable but true!!



With each week passing, the tempo of the work had to increase. I was working 7:30am to 10:30pm. I had no more to give so in the last 2 weeks I asked Laurie Jamieson, a retired workmate, to do some odd jobs, paint stripping, wood work all related to getting to our project finishing on time. Al & Craig were coming out after their work each day for the last 2 weeks. As I was supposed to be leaving on Sunday 8 March and

completion looked to be like a man caught in a rip in the ocean, the beach is so near but despite your endeavours you are being swept out further. Getting closer to our completion we were now all focused on stripping, rubbing and sanding back her rather shabby paint. It was to reveal a story in itself.



Pictured here during the paint preparation time are from left: Laurie Jamieson, Graham Meyer on roof, Craig Jobson – demonstrating safe work practice with dust mask and Al Martin in background.

It was a revelation of her proud past history as would be an archaeologist with his work. First was the red primer followed by a grey rich undercoat then a rich blue/black which would indicate Navy/RAAF service (picture of Navy one) then the surprise of all desert sand. They did serve in the Middle East but despite searching with known engine and chassis number cannot establish A.R.N. (Army Registration Number) was she a return from the Middle East? Did she go? Until I get the A.R.N. I wont know. Jeff Gordon from Queensland is currently searching. This was then followed by at least 4 coats of differing olive drab.

equipment possible, so sadly could not leave as planned. We all worked to about 8:30pm. The next day I completed installing the guide rails and footman loops and stretcher, Laurie the window surrounds. Al and Craig came out after work. Al finished sealant work and Craig the lights and transfers of red crosses and one of the last jobs, Mum's name 'Enid May' applied to a broad part just behind the door on both sides. What a proud and emotional moment.

The next morning started beautifully, good weather, the old 6 volt system kicking into life instantly/engage 1<sup>st</sup> gear, no movement reverse. Same result, check handbrake off, more revs (gas) get forward movement at expense of loud bang from rear, go into reverse – no go, now panicking. See 14 weeks of solid endeavours going out the window!

## Graham Meyer's Ambulance story - cont'd

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Go forward again, Marie indicating things not good, ie...one dual is locked solid, being dragged along ground. I stopped, desperate, disappointed, disillusioned. I rang my brother Gary – who has a truck and crane business. I explain everything. He is 160kms (100 miles) away – “dont do any more” he says “just put penetrating oil on your wheel nuts and brake adjusters. I will have a mobile workshop there in two hours.” He sent his mechanic Jason who duly arrived, jacked the offending wheel up and diagnosed it as a rusty brake drum grabbing on the brake shoes.

After several attempts we got forward and reverse motion, and ran the vehicle on the jack (suitably chocked) for a distance of 0.5 mile on the speedo and everything was now ok. Much relieved we had lunch and made our way to Tamworth, a distance of 16 kms (10 miles) everything sounded normal and at the halfway mark a massive clatter came from the front area. I thought it was a fan in the radiator, lifted the bonnet all appeared ok. Mobile workshop pulled in front and Jason listened while I was desperate to turn the engine off. Suitably informed as to the source of the noise off came the tappet cover to reveal a valve spring lying on its side, smashed valve collets and bent valve cover and push rod. We raced back to another motor I had in the shed, raided said parts using compressed air to hold valve up. When it came to installing parts another little bush trick. Jason compressed the valve spring, tied two zippy ties on, installed valve collets with a bit of compression help from me, all in all 1-1/4 hours later on our way again to load it onto the truck kindly loaned by Neil Goodrich, a Jeep Parts supplier called Marathon Spares.

My trip to Corowa was uneventful over 2 days 1,000 kms (620 miles).

I arrived at Corowa and parked next to other ambulances on the Wednesday. Took her out for a documentary and interview by Fletch on the Thursday. Comes Saturday and as she was pride of place to lead the parade I get in at 7:45am to start and assemble for 9:00am parade start. It turned over a couple of times – no go! I knew it starts straight away so did not grind away on the starter. Friends rallied and young Mitchell and Tom Rolfe, a retired NRMA Patrolman soon established a failed ignition switch and soon had me going to take her spot in the parade.

On Saturday night at the presentation she received the People's Choice Award for favourite Chevrolet.

It was a very fitting end to almost a week at Corowa, but in concluding my story I honestly have to thank my wife Marie for her unstinting support, work with various painting chores, running to town to get parts, nails, paint, hardware etc., providing meals and refreshments for our workers, our friends and acting as a generous treasurer.

To my other mates Al, his Dad Keith, Craig, Gary and Laurie and my brother Gary – thanks a million. Tom, Mitch and Neil thanks for your help.

Further special thanks to Al because without his dedication and expertise the project would not have come to fruition to such an extent.



# Australia's Tanks



**Part 2: Covers the period of WW2 tank imports commencing in 1941, through to the present day.**

*Part 1: Covered the period from the arrival of Australia's first tank in 1918 to the end of the Australian Cruiser Tank Project in 1943.*

*(Part 1 was in the 2015 Special Edition and is available to read on [www.corowaswim-in.org](http://www.corowaswim-in.org))*

**by Mike Cecil**

While the Australian Cruiser Tank project bumbled along during 1940-41 with lots of promise, but little tangible result, the Army was desperate to acquire tanks for training, home defence and to equip an armoured division for the Middle East. The calls to allies overseas fell on deaf ears to start with – they were scrambling to re-equip and their current output was going towards that aim.

The calls started to yield results in late 1941, when the first of the M3 series Stuart light tanks began arriving from the United States. From an initial delivery of ten vehicles, the numbers steadily grew during 1942 and 1943 to 376 vehicles. Early deliveries were the M3, while the majority were the M3A1 version. They were, in the main, powered by a Continental radial petrol engine, with a lesser number equipped with the Guiberson radial diesel. Fast and light, the Stuart was a lightly armoured, fast reconnaissance tank, completely suited to that role.



AUSTRALIAN WAR MEMORIAL 009686

The M3 series Stuart light tank started to arrive in Australia from the United States in late 1941. Eventually, a total of 376 in various models would arrive. The type was not suited to jungle warfare – a point well illustrated by its initial deployment to New Guinea. (AWM009686)

In company with the Stuart came the M3 series medium tank. A big, bulky vehicle that reflected the pre-war thinking in tank design. It had a turret with a 37mm gun, but its main armament was a 75mm gun mounted in a forward-facing hull sponson with a very limited traverse. Fine if your enemy obligingly comes at you from the front, but in any other direction, the much smaller 37mm would have to deal with the threat while the whole tank was slewed around so the 75mm gun could meet it. Effectively obsolete in the European/North African theatres by the end of 1941, it was nevertheless still a very capable vehicle when up against an enemy like the Japanese, whose tanks were relatively lightly armoured.<sup>1</sup>



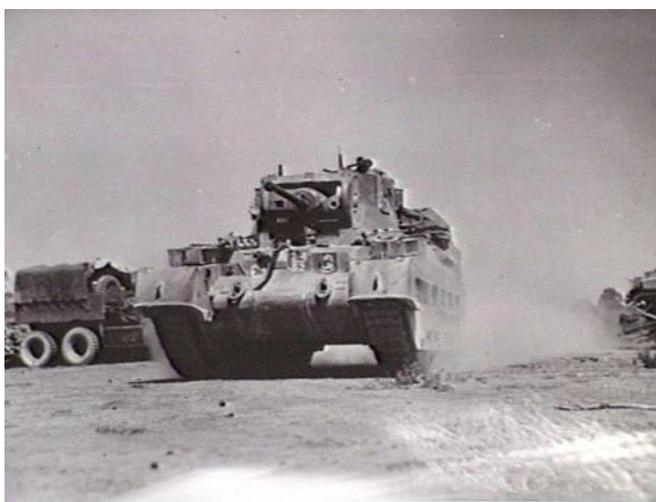
The M3 series Grant or Lee tanks, also supplied by the United States, would be the most numerous tank in Australia by 1945, with over 700 delivered. They were a mix of models, with the M3A5 diesel-engined version being retained in the post-war period for service with reserve armoured units. (AWM 012396)

## Mike Cecil's 2016 theme article - cont'd

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As the USA and Britain upgraded to more modern vehicles, large numbers of M3 series medium tanks – both the version built for the British called the Grant, and the version for US forces called the Lee – became available to Australia. Eventually, 757 arrived in several different versions, including the M3, M3A2, and especially the M3A5, with its twin 6-71 GM two-stroke diesel engines. A small number were converted to specialised vehicles. A Grant-based dozer tank was built, and several Lee tanks were converted to Armoured Recovery Vehicles. None of the M3 series, however, was ever committed to combat.

That 'honour' went first to the M3 Stuart light tank. But the deployment of a small number to combat against a well-dug in enemy in the jungles of New Guinea soon demonstrated their unsuitability for that type of warfare. The hard, slow slogging through the jungle caused engines to overheat, and the light armour was easily penetrated by relatively light-calibre Japanese anti-tank weapons. The type was soon relegated to training in Australia. Jungle warfare clearly needed a tank with a much tougher 'hide' and the ability to grind slowly forward with mutually supporting infantry.



AUSTRALIAN WAR MEMORIAL

124808

While not the most numerous, the Matilda Infantry tank was certainly the most suitable for operations in the jungles of the South West Pacific Area. Obsolete by European standards, the Matilda's tough armour and low gearing made it ideal for taking on the firmly entrenched and tenacious Japanese enemy. (AWM 124808)

The solution was an Infantry tank, and the one available was the British Matilda. By 1942, it was clearly out-gunned in Europe and North Africa. Over 400<sup>2</sup> were eventually imported to Australia, the majority from British stock, with a small number from New Zealand.<sup>3</sup> There were various Marks which differed mainly in detail. Most were armed with a 2-pdr anti-tank gun, with a small number equipped with a 3-inch Howitzer. The 3-inch Howitzer version was classed as an infantry 'close support' tank with the ability to fire nose-fused High Explosive (HE) and Smoke. The ammunition initially available for the 2-pdr was base-fuzed HE or armour piercing solid shot – rounds that had only limited use in jungle warfare. Australia soon produced a nose-fused HE round and an anti-personnel Canister round for the 2-pdr, giving the hardy Matilda a selection of rounds more suited to busting bunkers or clearing snipers and vegetation. The Matilda's tough armour was immune to many of the weapons available to the Japanese. Consequently, the type was deployed

very successfully in the South West Pacific theatre by Australian armoured units.

With the Matilda as the front line tank, attempts were made to increase the type's versatility. A small number were converted to specialised vehicles such as the dozer, the 'Frog' flame-thrower, and the 'Hedgehog'. The Hedgehog was equipped with a bank of a bunker-busting naval anti-submarine spigot mortars with the rounds fitted with direct-action fuses. Each bomb weighed 28.6-kg and contained a massive explosive charge of 16.8-kg of Torpex explosive. Faced with the problem of a resolute enemy, well dug-in within an elaborate bunker system and screened by thick jungle foliage, Australians certainly proved they could think laterally and come up with some novel solutions!

While the Matilda, Stuart and Lee/Grant were the bulk of the armour received during the war, there were several other tanks that arrived. A quantity of the little Marmon-Herrington light two-man tank, originally destined for the Dutch in the East Indies, was diverted to Australia. These were mainly CTLS-4TA or CTLS-4TAC models.<sup>4</sup> The tanks had a small turret armed with a machine gun, the turret being offset to either the left or right side of the hull centreline. Of the 149 that arrived, 138 were listed as available for use, with the remainder having been damaged in transit and suitable only as a source of spare parts. The tanks were initially distributed to training establishments and armoured units within Australia, but only as an interim measure. Once better vehicles arrived in quantity, the Marmon-Herrington tanks were withdrawn from service. Later, the engines were marinised and used to power a small number of

Philippine Lighters – a type of naval barge.<sup>5</sup>

Other tanks that arrived in Australia were mainly for trials – the single Cromwell that arrived in 1943, and two M24 Chaffee light tanks in 1945. In conjunction with the British War Office, extensive tropical trials were carried out on two of the three M4 series Sherman medium tanks that arrived in Australia, in competition with various versions of the British Churchill Infantry tank. Six Churchill tanks arrived in Australia in mid-1944 - two MkIV with a 6-pdr gun, one MkV with a 95mm Howitzer, two MkVI with 75mm guns and a MkVII also with a 75mm gun. Three – a MkIV, the MkV and the MkVII, were subjected to trials against the Shermans in New Guinea. The results of these trials were subsequently used as the basis for deciding which tank would be acquired to replace the obsolescent fleet of Matilda and Lee/Grant tanks.



The M4 Sherman is one example of the tanks that arrived in Australia during the war for purely testing purposes. This is one of the two provided by the British War Office for tropical trials against the Churchill. The trials influenced Australian Army thinking, which had previously been in favour of purchasing a quantity of 310 Shermans, but following the trials, switched to lodging an order in the UK for Churchill tanks. (AWM 068053)



The Churchill Infantry tank performed well in the New Guinea trials of three of the six Churchills provided by the British War Office. All six tanks were later accepted by Australia as part of the order for 310 Churchill tanks lodged with the British War Office in April 1945. The end of the war saw a sharp curtailment of the number ordered, with 51 being the total procurement. (AWM 082666)

On December 11, 1944, the recommendation was made to acquire Churchill tanks, and in April 1945 an order was placed with the British War Office for the supply of 310 Churchill tanks in various configurations. The six already in Australia were accepted as part of that order. The end of the war saw a drastic curtailment in acquisitions across the whole army, with the number of Churchills reduced to 51, mostly MkVII armed with a 75mm gun. Thirty Crocodile flamethrower trailers, for use with the 15 MkVIII tanks, were also purchased. These formed the backbone of Australia's armoured force in the immediate post-World War 2 period, supplemented by the remaining M3A5 Grant medium and Matilda Infantry tanks retained from war-time stocks. Specialised versions of the Churchill were contemplated such as a Churchill AVRE and a Linked Ark, but local development was cancelled in the mid-1950s.

The Churchill, while a short step forward in technology, was still in essence, a Second World War vehicle of limited value in the post-war world. A modern tank was needed, and needed in Australia in a reasonably short time frame. Initially, the FV201 'universal' tank and FV301 light tank, then under development in the UK, were considered to be capable of fulfilling Australian requirements. They would replace the Churchills, Matildas and Grants, and provide Australia with a very modern armoured force. Delays and cancellations, however, forced the Australian Army to consider alternatives. The answer arrived at was the Centurion MkIII, a proven design already under construction in the UK that would be available to Australia within an acceptable time frame. Centurion proved to be a wise choice, despite the problems that moving a 50-odd ton tank around Australia presented in the early 1950s. Although under development late during the Second World War, the Centurion, particularly the MkIII, was a huge leap forward in technology. It was powered by the reliable Rover Meteor Mk4B petrol engine, and equipped

## Mike Cecil's 2016 theme article - cont'd

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with a 20-pdr main armament capable of firing a variety of ammunition types. Moreover, the main armament was fully stabilised and could be fired with great accuracy while on the move. The initial purchase of 60 tanks began arriving in September 1951.<sup>6</sup> This was followed by further orders, so that, by the close of the 1950s, there were 117 Centurion tanks and six Armoured Recovery Vehicles Mk2. Four Centurion Bridgelayers arrived in the early 1960s, and the earlier Mk3<sup>7</sup> tanks were progressively upgraded to Mk5 standard by swapping the 7.92mm BESA co-axial machine gun to a .30 inch Browning M1919A4.

Further upgrades were carried out to a proportion of the fleet during the 1960's including an increase to the frontal hull armour, an auxiliary armoured fuel tank mounted at the rear of the hull, and the installation of a .50 inch Ranging Gun system. In contrast to the British Army, Australia chose to retain the 20-pdr rather than upgrade to the formidable L7A1 105mm gun.

It was the Centurion that the Australian Army took to South Vietnam in 1968. Although far from immune to modern anti-armour weapons such as the RPG, the then-ageing Centurions were extremely effective. They operated within the thick jungle and across the paddy fields within their area of operations in Phuc Tuy and adjoining provinces. While many were damaged to varying degrees - several so badly that they required the hulls replaced - none were lost on operations.



A Centurion MkIII balances on a knife-edge during training in the 1950s. The Centurion, though not the Army's first choice as a replacement for Churchill, proved to be a wise choice. With various upgrades during its service life, Centurion was the mainstay of Australia's armoured force from late 1951 until the end of 1976, when it was progressively replaced by the Leopard ASI - service totalling twenty five years, including some 3½ years on operations in South Vietnam. (IAR)



A leap forward in technology: a Leopard ASI MBT demonstrates its speed and power in a 'leaping Leopard' mobility display. Moving so quickly over the brow of a hill on the Puckapunyal Military Training Area, the Leopard leaves the ground momentarily before coming soundly back to earth, the impact handled by Leopard's torsion bar suspension. Although a crowd-thrilling feature of early displays, the 'leaping Leopard' was subsequently banned due to the wear and tear on suspension components. (School of Armour)

Even before the last Centurion left South Vietnam in September 1971, moves were afoot to replace the ageing vehicle with a new, modern tank. Initial studies indicated that there were two main contenders: the M60 from the USA and the Leopard from the Federal Republic of Germany. Trials were conducted with the result that, in 1974, the decision was made to purchase the Leopard IA3, with certain modifications to meet Australian requirements. The new tank was the Leopard ASI equipped with an L7A3 105mm main armament and a Cobelda laser range finder sighting system. Leopard started arriving in 1976, and by the end of 1977, all Centurions had been sent into storage at Bandiana.

The purchase was 103 vehicles, consisting of 90 main battle tanks (MBTs), eight Armoured Recovery Vehicles (ARVs) and five Armoured Vehicle Launched Bridges (AVLBs). A

proportion of the MBTs were equipped to accept special equipment, either a dozer blade or one of two

different mine clearing equipments.

The Leopard ASI remained in service from 1976 until superseded in 2006 by the MIAI AIM SA Abrams MBT and the M88A2 Hercules ARV. Fortunately, Leopard ASI was never deployed operationally.

The Abrams and the Hercules, though procured in small numbers, are Australia's current MBT and supporting ARV.<sup>8</sup> A formidable vehicle by any measure, the MIAI is equipped with a 120mm main armament. It is destined to remain as Australia's MBT for the foreseeable future.



The current generation of Australia's main battle tank is the MIAI AIM SA Abrams, introduced into service in 2005-2006. Fast, agile, well armed and well armoured, the Abrams is at the forefront of modern armour. Initially left in the overall desert sand colour with the Australian National symbol of a leaping kangaroo in red, Australian Abrams have subsequently been repainted in the three-colour AUSCAM disruptive pattern camouflage scheme.  
(Author)

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End notes:

1. The British in fighting in Burma used the M3 series medium quite successfully throughout the war
2. There are various figures in different official documents, making a definitive number almost impossible to calculate. The number on hand in August 1945 was 407, but this figure does not include combat losses or attrition, so the total imported would be higher.
3. The New Zealand and Australian governments were still debating the cost of these well into the post war period!
4. At least one turret-less light armoured tractor version is thought to have arrived as well.
5. Some sources claim the armour from the tanks was used for protection of the helmsman's position on Australian landing craft.
6. The MV *Clan McDonald* arrived in the Port of Melbourne in mid-September, but the tanks were not unloaded onto the wharf until mid-October.
7. British nomenclature changed from Roman numerals to Arabic numerals during the 1950s.
8. A bridgelayers is not available on either the M888 or M1 platform

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## 37th Annual Corowa Swim-In & Military Vehicle Gathering 14<sup>th</sup> -20<sup>th</sup> March 2016

For the 2016 event, we hope to see a large amount of theme vehicles turn up, so just a reminder, here are the details again.... and don't forget ALL military vehicles are welcome, not just theme ones :

### Year of the Chrysler 2

This theme will be predominantly Dodge WC types and other models, as well as the odd one or two Fargo trucks.

### Year of the Tank

2016 will be the 100th anniversary of the first use of tanks in warfare ..... We will be extremely lucky and surprised if a WWI tank turned up, but any subsequent types will be welcomed to enter. So get those Stuart, Grant, Matilda, Valentine, Centurion or any other tanks, greased up and fuelled ready to roll to Corowa next March.



KANGAROO  
MARCH A CENTURY ON

**Update on the Kangaroo March  
from Wagga Wagga to Campbelltown  
Starting 3rd Sept.  
and finishing 10th Oct. 2015**

The organisers and AMVCS are liaising regarding use of ex-military vehicles in supporting the March. Some members have offered their vehicles so far, but others are welcome if only for a day or so. The tasks involved are moving camping gear, tents, participants gear, water, food, etc. from the overnight stop, onward to the next one. Distances between stops are relatively short and vehicles are not required to follow the Marchers, so no slow driving involved.

You do not have to be an AMVCS member to help.  
If you would like to offer help with your military vehicle, please contact:  
Max Mann (AMVCS liaison) (02) 9522 6039 Mob: 0438 522 602  
max205@optusnet.com.au

Full details are on the official website:  
<http://kangaroomarch.org.au/>

Just to remind you of the stopping places on route, here they are, listed in order, maybe you can assist as they come through your area ...

Wagga - Brucedale - Harefield - Junee - Illabo - Bethungra - Cootamundra -  
Wallendbeen - Harden Murrumburrah - Galong - Binalong - Bowning - Yass - Jerrawa -  
Gunning - Cullerin - Wollondilly River - Goulburn - Marulan - Wingello - Bundanoon -  
Moss Vale - Mittagong - Hilltop - Thirlmere - Camden - Menangle Park - Campbelltown

## For Sale - Canadian Radar Trailers

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John Swane has two Canadian Radar Trailers for sale, identical to that which the KVE have just restored as a Site Office for the Corowa Swim-In. Here are the details below:

This trailer below is the sister to the KVE van as both came from Blaxland Shire prior to the amalgamation with Lithgow Council, these van were used by the roadcrew and was their accommodation during the week. The van weighs approx. 4 tonne

Price \$ 800 John Swane 0488 523 182 johnswane@bigpond.com



The photos below are of the second radar van located at LIDSDALE the other side of Lithgow. This van is original with some interior lights still fitted and one electrical box and original lining but becoming weather worn. All 4 tyres fitted are U/S but have 2 x new 7.50 x 20 and 2 x used 7.50 x 20 tyres to go with the van. All radar mast brackets are still fitted.

Price \$ 1400

John Swane 0488 523 182 johnswane@bigpond.com



## For Sale - Rare Military Vehicle

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## 1958 Tatra T805 Radio Van ex-Czech Army.

KVE has received this For Sale notice from John Kruger, the National Secretary of the Škoda and Tatra Register of Australia. "I have a friend in Canberra, who, due to his ill-health, has a rather unique vehicle he wishes to dispose of a Tatra T805 truck. He is looking to sell his workshop and will have nowhere to keep it."

Cab-over-engine, Left Hand Drive, 2.5 litre petrol V8, air-cooled engine. 4 speed gearbox, with high & low ratio. Selectable 4 Wheel drive, with front and rear diff locks. Hub reduction gears on all wheels. Independent torsion bar suspension on all wheels. (Rides great over rough ground.)

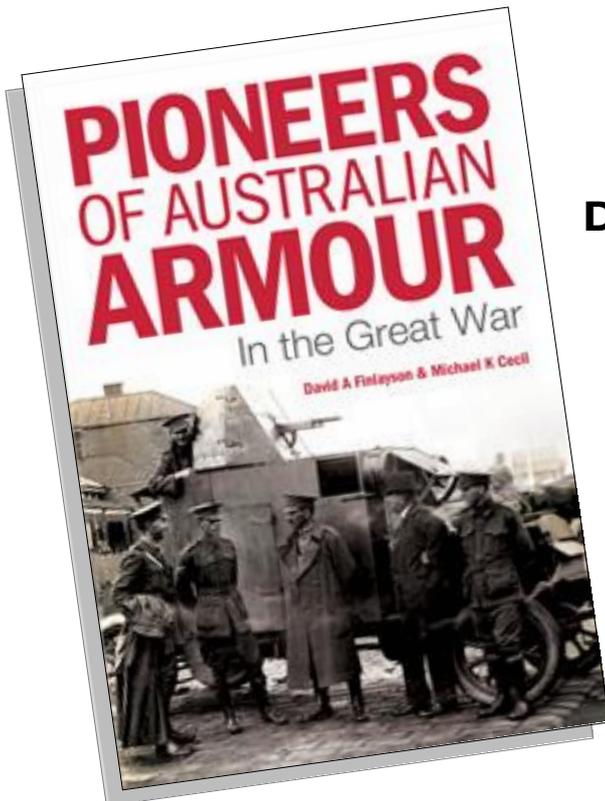
Body and mechanicals very good for age. [Probably an understatement, as he is fanatical about his vehicles -- JK] Most recent registration number -- A.C.T. Historic HIS 544. Has been unregistered for about 18 months.

Comes with additional [almost complete] second truck (Not going, but suitable for spares). Good 10.50R16 lug tyres, and 5 new, old-stock tyres, as spares. Also large range of new, old-stock spare parts. For extreme off road driving, will climb 45 deg. slope with ease.

**Asking price \$20,000 firm for the lot, will not separate.**



**Please contact the owner, Chris Mack ( in ACT )**  
**Email: [crcmack@bigpond.com](mailto:crcmack@bigpond.com) Mob: 0417 401 126**  
**or Business Hours Only : (02) 6241 1229**



**Pioneers of Australian Armour  
-In the Great War**  
by  
**David A Finlayson and Michael K Cecil**

**Release Date: 1st Sept. 2015**  
**416 pages**

<http://www.bigskypublishing.com.au/Books/Military/Pioneers-of-Australian-Armour/1118/productview.aspx>

## **Leopard AS1**

### **Leopard in Australian Service**

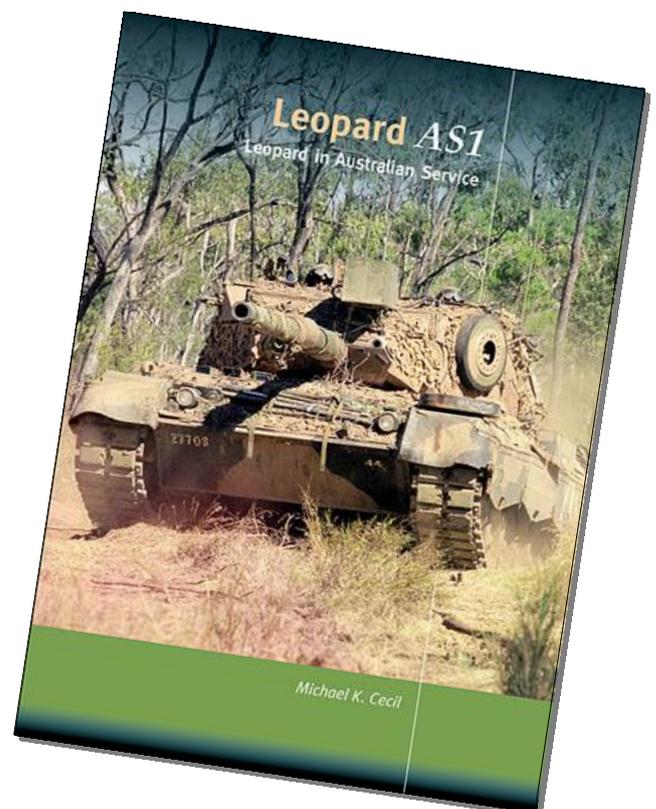
our latest and biggest title so far.

Written by **Mike Cecil**, it contains over 800 photos and tells the total story of the tank that was the backbone of the Australian Army for many, many years.

This book will be published at the end of June in both paperback and hardback.

Orders are being taken now!

<http://www.trackpadpublishing.com/>



## **The Corowa 'Year of' series of DVDs**

**This series features plenty of action and the stories behind some of the many fascinating and unique vehicles taking part in the annual event at Corowa, NSW.**

Available from Image Control in Melbourne at a cost of \$30.00 each plus postage.

The first six DVDs can be purchased as a pack of the years 2002 to 2008 for only \$120 plus post.

**Special offer : Year of the Trailed Equipment & Armoured Vehicle + five DVD's of your choice for only \$130 plus post**

Contact Image Control on (03) 94293301 or email [keith.webb@imagecontrol.com.au](mailto:keith.webb@imagecontrol.com.au)

### **2002 - Year of the Blitz**

This is the story of an attempt to establish a Guinness World Record for the largest gathering of privately owned Blitz trucks. Along the way we learn about the origins of these vehicles, their military and post-war service. Extra features include the **2004 Year of the Dodge** featurette.

### **2003 - Year of the Studebaker**

Colourful and entertaining this documentary covers both the history of the US6 Studebaker and the event. See the convoys through Corowa and Rutherglen and the attempt on a new Guinness World Record at the Corowa Airport. Special feature is the story of the North South road told by veteran army driver Alan Smith.

### **2005 - Year of the Carrier**

This year the theme vehicle is the charismatic tracked carrier so popular with military vehicle enthusiasts. Extra features include an hour of footage ranging from Carriers in Canada to a profile on the 2 pounder Tank Attack carrier owned by the Bandiana Army Museum.

### **2006 - Year of the Armoured Car**

Among a total of 123 military vehicles were 8 White Scout Cars, Ferrets, Half track, Lynx, a Daimler Dingo and LP4 Armoured Car. Extra features include a visit to Precision Aerospace in Wangaratta, an extended interview with historian Mike Cecil and coverage of the Melbourne Tank Museum auction.

### **2007 - Year of the Cycle and Staff Car**

The 28th Annual Swim-in had a dual theme this year attracting over 30 bicycles, staff cars and motorcycles along with a further 130 military vehicles. Special features include the history of these vehicles by Mike Cecil and a trip to Tocumwal with a talk from local historian Bob Brown.

### **2008 - Year of the Tracked Vehicle**

With some 150 vehicles at Corowa this DVD is full of tracked action. From a unique LP3 carrier prototype to the mighty Russian T34 we take you onboard some of the most interesting military vehicles yet seen at Corowa. Extras include a visit to collector Ron Fry to see his extensive collection and ride in his Stuart as well as taking you to see the tanks at Mons.

### **2009 - Year of the Amphibian and Blitz 2.**

The 30th anniversary of the event at Corowa saw a joint theme featuring amphibious vehicles and also a reprise of 2002, year of the Blitz. The record of 34 blitzes set that year was eclipsed with 43 blitz trucks being part of a total of 194 military vehicles. Highlights of this DVD are the Buffalo, Kübelwagen, plus a variety of Blitzes.

### **2010 - Year of the Jeep**

This was always going to be a large event. 179 Jeeps making up more than half of the total of a massive 266 vehicles this year. The featured vehicle is the very rare 1940 Willys MA. At the other end of the scale is a Mutt, repaired on-site after a collision with a kangaroo. The wet conditions led to plenty of action in the mud.

### **2011 — Year of the British & European Vehicles**

This DVD covers many of the highlights and stories of this fabulous event. There are 20 profiles of vehicles including German and British motorcycles, softskins and armour as well as an extended story on the star of the show, Rick Cove's 1916 Albion. There's also an interview with Richard Farrant from the UK, introducing him to a wider Australian audience. Also plenty of action footage around the riverside tracks, mishaps as well as pure enjoyment of being part of the largest event of its kind in the Southern Hemisphere. Just about every vehicle attending is seen in the parade and assembly at the Corowa airport.

## DVD's for Sale

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### 2012 - Year of the 6X6

The Corowa "Year of the 6x6" DVD features all the action of the event, including the parade, display, swap meet and loads of in depth interviews with the owners of these remarkable vehicles. We go through the gears in reverse in an Austin Champ, ride in Dodge 6X6 and GMC and talk to KVE President Rick Cove and organiser Jan Thompson. A highlight is excerpts of the talk given by John Belfield about his decades of rescuing and restoring military vehicles.

### 2013 - Year of the Trailed Equipment and Armoured Vehicle

The Corowa 2013 DVD features among other things, trailers and armoured vehicles. We take a close look at: A 'Barn Find' low mileage Canadian Military Pattern Chevrolet C60S towing a semi-trailer designed to carry folding boats; A British generator trailer; A Bofors gun from Tumut with a colourful veteran who used them in the 1960s; A rare 37mm anti-tank gun for the Dutch Army, as well as a range of other vehicles including the only running SC1 Scout Car built as reverse lend-lease for airfield defence for the US forces. The special feature is the keynote speech given by Tim Vibert.

### Latest DVD Released:

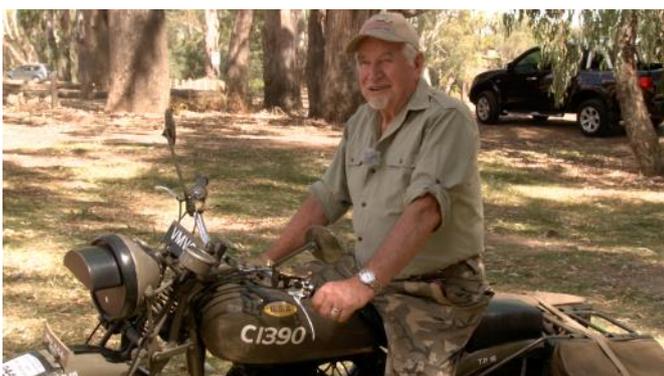
**2014**

### Year of WW1 - Year of the Ford \$35

The 'Year of' series of videos has been produced since 2002. In 2014 the twin themes of World War One and Ford vehicles made for an interesting gathering of types, many of which are profiled on this DVD through interviews with the owners, restorers and helpers.

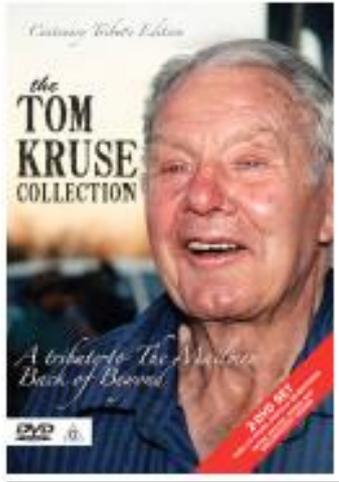
This year there is a good selection of vehicles covered including Bob Schutt's magnificent restoration of a Ford C11ADF 'Woodie' station wagon, Ken Gehrke's recreation of a Model T Australian light patrol vehicle, Anthony Shorten with his WWI Dodge recreation and Perentie and many more.

There is the spectacle of the parade of vehicles led by Rick Cove's WWI Albion, as well as the swap meet and display, and action on the Murray River. This program gives a real insight into the places, people and vehicles that go to make up the Khaki Vehicle Enthusiasts annual Corowa Swim In.



## More DVD's for Sale

Page 35



### The Tom Kruse Collection DVD

from Keith Webb, see previous page



The 1954 Australian film classic **The Back of Beyond** introduced Tom Kruse and his 1936 Leyland Badger mail truck to a generation of Australians. Most never forgot the extraordinary images of the man and his battered truck doing battle each fortnight with sand and isolation along the Birdsville track - outback Australia's toughest mail run.

**The Mailmen Back of Beyond** is a result of 28 years of research by producer Ian Doyle. Ian and co-producer Keith Webb gained unprecedented access to the significant photographic collections of the Kruse, Heyer, Ding, Crombie and Teague families. In addition to the stills collections (available online at [www.tomkruse.com.au](http://www.tomkruse.com.au)), the documentary airs for the first time elements of movie footage filmed by the filmmaker and adventurer Colin Wagener. Colin is 96 years old and lives in the Adelaide Hills. He filmed in colour a trip he took on the Marree to Birdsville mail run with driver Monty Scobie in 1953 and again when the Cooper Creek flooded in 1956 and 1963. Tom Kruse was the key figure in the Australian docudrama *The Back of Beyond* directed by the Shell Film Unit's John Heyer. It was shot in black and white and remains one of the most critically acclaimed and awarded films ever produced in Australia.

**The Mailmen Back of Beyond** is one of two discs in **The Tom Kruse Collection**

**Backfire**, a 1944 propaganda short movie made by Ford Canada featuring scenes of the construction and spectacular testing of Canadian Military Pattern (Blitz) trucks and carriers. \$20.00 plus postage.

#### About Image Control

Headed by military historian and enthusiast Keith Webb, Image Control was established back in 1982 and today is one of Melbourne's best known multimedia production houses, working with a varied range of clients to produce corporate video, television and radio commercials, documentaries, sound production, graphic design and websites. Trained as a photographer, Keith is also a cinematographer and editor. In addition to running the business he has a keen interest in Australian military history, in particular Blitz trucks and aircraft. Current projects include work for the Temora Aviation Museum (where Keith is Director for the Unsung Heroes project), the RAAF Museum, Point Cook and Fleet Air Arm Museum, Nowra.

## Directory of Australian based Military Vehicle Groups

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### Khaki Vehicle Enthusiasts Incorporated (KVE Inc.)

Mailing Address: 9/1 Millett Road, Mosman, NSW 2088 Contact: Jan Thompson Phone No: Mob. 0412 078 096  
 Email: [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au) Website: <http://corowaswim-in.org>  
 Organisers of the Annual Corowa Swim-In & Military Vehicle Gathering

### Australian Ex-Military Vehicle Collectors Society Inc. (AMVCS)

Mailing Address: P.O Box 221 Gladesville NSW 2111 Contact: John Gordon Phone No: Mob. 0411 868 745  
 Email: [jgor9364@bigpond.net.au](mailto:jgor9364@bigpond.net.au) Website: [http://au.groups.yahoo.com/group/amvcs\\_nsw/](http://au.groups.yahoo.com/group/amvcs_nsw/)  
 Dates of Meetings: 2<sup>nd</sup> Wednesday of the month Locations of Meetings: Ashfield RSL at 8pm  
 For collectors and enthusiasts of ex-military vehicles

### Military Section of the Veteran Car Club of WA (Inc)

Mailing Address: Contact: Chairman Brian Thompson Phone No: 08 9257 3910  
 Email: [brianjthompson.@bigpond.com](mailto:brianjthompson.@bigpond.com)  
 Dates of Meetings: 3<sup>rd</sup> Tuesday of the month, at 8pm  
 Locations of Meetings: VCC Clubrooms, Cnr Hale Road/Tonkin Hwy, WATTLE GROVE, WA  
 Website: <http://www.veterancarclubofwa.asn.au/>  
 For collectors and enthusiasts of ex-military vehicles

### Military Jeep Club of Queensland Incorporated (MJCQ)

Address: MJCQ, PO Box 8131, Woollongabba, QLD 4102, Australia  
 Contact: Darren Witty Tel: 0412 071 422 Email: [Secretary@mjcqinc.com](mailto:Secretary@mjcqinc.com)  
 Dates of Meetings: 2<sup>nd</sup> Wednesday of the month  
 At Rocklea Showgrounds, Ipswich Rd, Rocklea, Brisbane, Qld. Website: [www.mjcqinc.com](http://www.mjcqinc.com)  
 Dedicated to the preservation of the WW2 Jeep and other military vehicles.

### Australian Military Equipment Collectors Limited. (AMEC Limited)

Address: Secretary, Australian Military Equipment Collectors Ltd, 13 Knox Close, Carwoola, NSW 2620  
 Contact person: Mark Sierant Phone No: 0419 259 069 Email: [sierant@tpg.com.au](mailto:sierant@tpg.com.au)  
 Dates of Meetings: As required Locations of Meetings: As Required  
 Website: <http://groups.yahoo.com/group/aussemecs/>  
 'To encourage the ownership, preservation and use of historical military vehicles and equipment'

### Victorian Military Vehicle Corps (VMVC)

Address: PO Box 1209, Kensington, Vic 3031  
 Contact: Gordon Edwards Phone No: (03) 93768208 Email: [42ausjeep@hotmail.com](mailto:42ausjeep@hotmail.com)  
 Dates of Meetings: 1st Tuesday of each month Locations of Meetings: Rats of Tobruk Hall, Albert Park.  
 Website: [www.vmvc.org.au](http://www.vmvc.org.au)  
 "A military vehicle collectors club"

### WW2 Jeeps NSW

Contact person: Mitch Holland Phone Number: 0418 869 709 Email: [mitchtez@gmail.com](mailto:mitchtez@gmail.com)  
 Dates of Meetings: as required Locations of Meetings: can be anywhere  
 Website: Still under consideration as at January 2013 if we can find an enthusiastic webmaster!

WW2 Jeeps NSW is an "unofficial" Association of enthusiasts of the legendary WW2 Jeeps (41 to 45), however membership is open to anyone with an interest in Military history and not restricted to where you live. We are bonded together by a monthly newsletter sent out regularly to an email list and the only new membership joining criteria is a sense of participation for your and current members benefit.

Find us on Facebook: **world war2 jeeps nsw** (fledgling group via this method with problems still being ironed out)

### Military Vehicle Group of Tasmania Inc.

President: Lou Hanslow, 758 Richmond Road, Cambridge, TAS 7170 Ph/Fax 03 6248 5159  
 Secretary: John Boucher Phone: 03 6273 8524 Email: [johnbetty@oneseniors.com.au](mailto:johnbetty@oneseniors.com.au)

## Directory of Australian Military Vehicle groups - cont'd

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### Wartime Vehicle Conservation Group SA Inc. (WVCG)

Contact: Rick Shearman Mobile No.: 0408 835 018 Email: [rickshearman@bigpond.com](mailto:rickshearman@bigpond.com)  
 Dates of meetings: 1<sup>st</sup> Tuesday of every month Location of meetings: Tower Hotel, Magill, SA  
 Organisation dedicated to preservation of military vehicles.

### Military Vehicle Preservation Society of South Australia Inc. (MVPSSA)

Mailing Address: PO Box 174, Salisbury, SA 5108  
 Contact: Dave Carmen (President) 08 8285 3011 Email: [secretary@military-vehicle-museum.org.au](mailto:secretary@military-vehicle-museum.org.au)  
 Dates of meetings: Last Tuesday of Month except December No Meeting. AGM in July.  
 Location of meetings: National Military Vehicle Museum, 10 Sturton Road, Edinburgh Parks, SA 5111  
 Website: [www.military-vehicle-museum.org.au](http://www.military-vehicle-museum.org.au)  
 The Military Vehicle Preservation Society of South Australia Inc., and National Military Vehicle Museum. Our Society has been in service for 37 years, and our Museum celebrated 20 years in August 2013.

### Land Rover Owners Club of Australia Sydney Branch Inc.

Mailing Address: P.O. Box 172 Concord West NSW 2138 Contact email: [Secretary@LROC.com.au](mailto:Secretary@LROC.com.au)  
 Date of meetings: 4<sup>th</sup> Tuesday each month (exc. Dec)  
 Location of meetings: Veteran Car Club Hall, 134 Queens Road, Five Dock, NSW  
 Website: [www.lroc.com.au](http://www.lroc.com.au)

Description of the club: The Land Rover Owners Club (LROC) was formed in 1966 by a group of enthusiasts who shared an interest in four wheel driving and the great outdoors. It caters for all models from Series I.

### Australian Armoured Vehicle Association

Mailing address: Australian Armoured Vehicle Association Inc., ASIC Registration NSW Y2413247,  
 PO Box 41, Newport Beach, NSW 2106 Contact: Mal French 0415 635 519  
 The Australian Armoured Vehicle Association (AAVA) is a collection of enthusiasts who own, restore and display military vehicles. Formed in the late nineties with the aim of pooling resources and knowledge to benefit anyone seeking to collect, renovate and display armoured vehicles.

### Military History Group Inc.

Mailing address: PO Box 6, Dallas, VIC 3047 Contact: Tony Jordan (President) (03) 9359 4687  
 The MHG Inc is based in Victoria and is an organisation dedicated to the restoration and preservation of military vehicles and their heritage. The MHG attends various events throughout Victoria and NSW and welcomes new members.



**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 943 010

### KVE Incorporated

**Organisers of the Annual Corowa Swim-In**

**Commences on the long weekend (Victorian Public Holiday) in March.**

**Please visit our website for more info.**

**<http://corowaswim-in.org>**

**Also see us on Facebook - corowaswimin**

**Submissions for this newsletter can be emailed to:**  
**[kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au)**

**See you at Corowa in 2016.**

# Booking Form for Swap Meet stall

## COROWA PASTORAL, AGRICULTURAL AND HORTICULTURAL SOCIETY INC

POSTAL ADDRESS:  
P O Box 190  
COROWA NSW 2646

SECRETARY:  
Jan McKenna - (02) 6033 1148  
0427 331 148

APPLICATION FOR TRADE SPACE AT THE  
**2016 COROWA SWIM-IN & MILITARY VEHICLE GATHERING**  
TO BE HELD AT COROWA SHOWGROUND ON SATURDAY 19<sup>TH</sup> MARCH 2016  
(Swap Meet organised on behalf of Khaki Vehicle Enthusiasts Incorporated)

Business Name: .....

Contact Name: .....

Address: .....

.....

Phone No: ..... Mobile No:..... Work No:.....

Email address: .....

Description of Goods or Services intended to sell or display

.....  
.....

Costs: \$10 per day, for Outdoor site 6 x 6 metres (approx.)  
\$20 per day, for Undercover site 6 x 6 metres (approx.)  
(Double the rate for 6 x 12 metres (approx.), etc.)

Stalls can be open from Thursday to Saturday, charged as above

**Any queries, contact Jan McKenna on (02) 6033 1148 or 0427 331 148**

**or email: [janandfrankmckenna@bigpond.com](mailto:janandfrankmckenna@bigpond.com)**

Camping at Showground for Stallholders only, from Thursday to Sunday  
Camping fee is \$10 per person, per night.

COST FOR YOUR SITE: (To be paid before Show Day)

Camping @\$10 per person/per night .....

Space @\$10.00 per 6 x 6 metres (Outdoor).....

@\$20.00 per 6 x 6 metres (Undercover).....

Total Cost for Site.....

Signed by Applicant .....

Dated .....

Entry Fee can also be paid straight into the **Westpac Albury** cheque account for:  
"Corowa PA&H Society" BSB: 032745 Account No. 270175

**Please enter your bank deposit reference, date and amount in boxes below:**

Ref:	Date:	Amount \$
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**Please ensure your name and the word "Swap Meet" is on the Bank Deposit/Transfer form so we can easily distinguish who has deposited the money and post or email this Entry Form to the address at top of form.**



**KHAKI VEHICLE ENTHUSIASTS INC.**  
**Unit 9, 1 Millett Road , MOSMAN, NSW, 2088**  
**Mobile: 0423 943 010**  
**Email: kveinc@optusnet.com.au**  
**Website: corowaswim-in.org**

**MEMBERSHIP APPLICATION FORM**

Reg. No. INC9884485

(incorporated under the Associations Incorporation Act 1984)

FULL NAME OF APPLICANT.....

RESIDENTIAL ADDRESS .....

MAILING ADDRESS .....

(if different from residential address)

TOWN/CITY ..... STATE ..... POSTCODE .....

CONTACT TELEPHONE NO (H) ..... (W) .....

MOBILE ..... EMAIL .....

..... hereby apply to become a member of KVE Inc.  
(occupation)

As a member of KVE, I agree to be bound by the rules of the Club at the time being in force.

**KVE Membership Fee \$ 30 per year**

**Family Membership Fee \$45 per year**

Amount Paid .....

Signature of applicant .....

Date .....

Nominated by .....

Seconded by .....

Lodge completed form, together with payment, with the Secretary.

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 kveinc@optusnet.com.au

Membership Fee can also be paid straight into the Westpac cheque account for:

“Khaki Vehicle Enthusiasts Incorporated” BSB: 032521 Account No. 162538

Please ensure your name is on the Bank Deposit/Transfer form so we can easily distinguish who has deposited money and post or email your Membership Form

**Privacy: The information you have provided may be made available to Club members from time to time. Please indicate if you do not wish your details to be disclosed. ....**

**Scott Rough**  
**PRESIDENT**

**Jan Thompson**  
**SECRETARY**

**Neville Smith**  
**VICE PRESIDENT**

# 37<sup>th</sup> Annual Corowa Swim-In & Military Vehicle Gathering

Monday 14<sup>th</sup> March to Sunday 20<sup>th</sup> March 2016



## Year of the Tank & Year of the Chrysler 2

Held annually at Corowa, NSW

All ex-military vehicles and enthusiasts are invited to attend

### ENTRY FORM

Entrant/Driver

Name.....

Address.....

Number of extra Packs required at \$20 each:	Names of those, other than Entrant, requiring Packs:
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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 FORMS TO ARRIVE BY 29th FEBRUARY 2016**

Entry Fee is **\$20** 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 or [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au)

Entry Fee can also be paid straight into the Westpac cheque account for:

"Khaki Vehicle Enthusiasts Incorporated" BSB: 032521 Account No. 162538

**Please enter your bank deposit reference, date and amount in boxes below:**

Ref.	Date:	Amount \$:
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**Please ensure your name is on the Bank Deposit/Transfer form so we can easily distinguish who has deposited the money, and post or email this Entry Form to the above address.**