



KVE News

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

Edition No. 38

January 2021

Annual Corowa Swim-In & Military Vehicle Gathering **POSTPONED** Until 2022 - More information inside

Important Notice:

Regarding those who have pre-booked accommodation in Corowa. If you reserved accommodation or camping at Ball Park or any other camp sites, motels, etc. for this year and are no longer attending due to the postponing of the Swim-In, then please make contact with them as soon as possible. Ball Park Caravan Park in particular have asked us to put this out as they still have people with reservations but not been in contact. As it is a busy period in March, they need to know in case they have to prepare extra space on the site. You may be charged a cancellation fee if you do not contact your accommodation.

More information regarding this on Page 4

In this issue

Update report - Ball Park information - 2020 DVD - R/C Model event - Memories
Discussion on themes - Articles on military vehicles - Clarence Town report - etc.



Thank you to our Sponsors and Supporters of the Corowa Swim-In



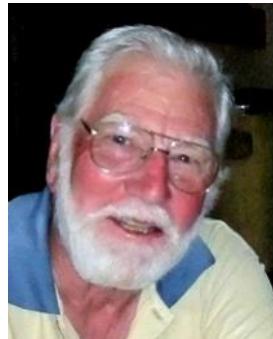
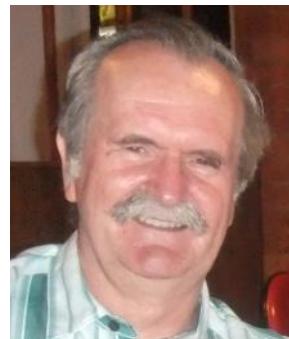
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COUNCIL**



**COROWA
RSL CLUB**



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Edition No. 38**KVE News****January 2021**

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

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President's Report

Welcome to 2021,

We hope not too many of you have suffered from the virus and we send our sympathy if you or your family has.

Unfortunately events will still be suffering this year, not just in Australia but Worldwide. We of KVE are working on 2022 to run the postponed Swim-In, with the themes Year of the Jeep and Year of the RAAF, so we hope that it gives a chance for you to get your vehicles ready for the big comeback.

We were once again nominated for the Federation Council Community Event of the Year, the winner was announced at the Australia Day ceremony in Urana. This time we missed out to a very deserving group, the Corowa Rutherglen Relay for Life. Their event was cancelled due to the Covid-19 crisis, so the organisers came up with a plan to run a Virtual Relay for Life, an event streamed on Facebook from entrants homes. They raised an amazing \$40,000 for the Cancer Council NSW. We would like to congratulate them on their magnificent effort, well done!

You will see that this is a large newsletter this month, but the thought is that you would all be interested in reading the articles and we will send another one out around the middle of the year. If you intend coming to the 2022 Swim-In, please enter as soon as you can as we need to get a good idea of numbers by around October/ November this year.

We will continue to keep you fully informed for the build up for 2022.

Best regards,

Richard Farrant

President - KVE Inc.

KVE received event sponsorship from the Federation Council for the 2020 event, we thank them for their continued support of the Swim-In.



FEDERATION COUNCIL

Important Information from Jan

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Jan's report:

Message from Ball Park Caravan Park:

Yes there are still a lot of bookings which I am not sure about.

It would be appreciated if you could "stress" the importance of them notifying us as to whether or not they still intend to come.

As I am sure you are aware the other side of the park (the fenced off area) will have to be made ready if needed, to allow for so many more unpowered and powered sites as it has not been used since the last KVE.

Sonya – Acting Manager

contact@ballparkcp.com.au or 02 6033 1426

You are required to make contact with the Caravan Park, Motel, Hotel, etc. where you have made a booking to confirm if you are attending in 2021 or transferring to 2022. If you don't do this you may be charged a cancellation fee.

We are aware that some people will still be going to Corowa in March. It is nice for the town to get support. For those people who are not going please make sure you have contacted where you are staying and transfer your booking to March 2022. The dates will be **Monday 14th to Sunday 20th March 2022**. We are expecting a huge year in 2022 and hopefully we will not have the uncertainty which we have had over the last 10 months.

We will continue to keep you informed of the 2022 event and if you have any stories you want us to share with participants forward them to our editor. You will notice some great stories in this newsletter. We are also happy to advertise For sale, wanted and coming events.

Themes:

2022: Year of the Jeep and Year of the RAAF Vehicle. The event will commence on 14th March and finish on 20th March

2023: Year of the Heavy Metal & Military Kit. The event will commence on 13th March and will finish on the 19th March

2024 Year of the Blitz. The event will commence on 11th March and finish on 17th March

2025: Year of the Studebaker. The event will commence on 10th March and finish on the 16th March.

Pre-registered participants:

Thank you to all those people who have already pre-registered for the next event. We have transferred your entries to the 2022 Swim-In (Year of the Jeep & RAAF). We look forward to receiving new entries for 2022, so that we can plan well ahead.

Important Information from Jan - cont'd

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Planned trips:

Members of KVE have already been in contact with towns, museums, schools and we will hold our day trips as follows:

Wed: Rand

Thursday: Tocumwal

Friday: military sites near Corowa (in the Federation Council area)

Entry forms for 2022:

We still welcome anyone who would like to send in their form. We have made changes to the form and as it is likely to be our largest event yet we do require numbers so we can organise our participant packs. Form at end of this newsletter.

Remote control model military vehicle contest:

David Barton has contacted KVE and is looking forward to holding a slightly different activity which will involve anyone with remote controlled model military vehicles. There is a flyer in this edition of the KVE news. We are hoping to encourage children and families to bring along their RC vehicle.

Keith Webb's DVDs:

There are contact details for Keith near the end of this newsletter if you would like to purchase any of his great DVD's.

Memorial Board for enthusiasts who are no longer with us: Each year we lose some well-known military vehicle collectors. KVE has a Memorial Board and would appreciate an A4 size article including a photo of any person who has attended Corowa so we can remember these people. Please forward them to me.

Contributions to our KVE Newsletter

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

Joining KVE Inc.

To be a part of the organising of the Swim-In in the future you are welcome to join KVE Inc. You can download a Membership Application Form off the website or ask me for a copy. By joining KVE you will be given more of a chance to make suggestions for how the event is run in the future. KVE members will be receiving a newsheet on a regular basis as well at the KVE News.

Jan Thompson-Creamer
Secretary & Public Relations Officer

Theme ideas for 2023 - Discussion

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There has been some discussion on social media about themes and one suggestion that has come out is “Year of the Jerrican”. As a good number of vehicles that come to Corowa carry a Jerrican, or one of the 2 gallon cans that preceded, it is not something that would stand out as being special.



After a bit of debating, an idea has come up about making this encompass all types of military equipment that might be carried on the vehicle, this can be the Complete Equipment Schedule (CES) for that particular vehicle, portable stove/cooker, tool kit (inc. in CES), radio installation (for FFW/FFR vehicles), cam net, tent or shelter and so on. The title “Military Equipment” was suggested. In the army, anything is referred to as ‘Kit’, someone looks at your vehicle and says “nice bit of kit there” and it can mean the vehicle or any other bit of equipment or uniform and so on, even a tent. So to round it up, our suggestion is that the theme title for 2023 should be:

Year of the Heavy Metal & Military Kit

To elaborate on the Heavy Metal theme, this is a blank cheque and basically anything goes, whether it be a Carrier, Saracen, Mack, Studebaker, mobile crane, wrecker, LARC, etc Whatever you have, just bring it, no restrictions. The more the merrier!

Leading on from this we are thinking of encouraging vehicle crews to dress up in appropriate uniforms to suit the vehicle, for the parade and display at the Showground, if enough do this, a Best Dressed Crew award might be done. This could be introduced for 2022 Year of the Jeep and RAAF as there are some excellent opportunities there and I can leave this to your imaginations!



Your thoughts and ideas would be very welcome on all this, so please contact Richard and Jan so we can work out a plan of what the participants would like.

Please contact;

Richard Farrant: kve.editor@btinternet.com

Jan Thompson-Creamer: kveinc@optusnet.com.au

The next edition of this Newsletter will be out around the middle of 2021.

It will be available on the website; [www.corowaswim-in.org](http://corowaswim-in.org)

or if you would like to receive it by email please contact the Editor on

kve.editor@btinternet.com and your name will be added to the emailing list.

Ball Park Caravan Park

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A: Bridge Road, Corowa NSW
 T: 02 60331426
contact@ballparkcp.com.au

Ball Park Caravan Park is located on a sweeping bend of the magnificent Murray River in the township of Corowa close to the historic John Foord Bridge. The park provides a range of accommodation styles from large unpowered and powered sites available for caravans, camper trailers and tents plus cabins from standard to a

luxurious villa unit type. Water sports and related activities are one of the key reasons that visitors come to Corowa and stay at Ball Park Caravan Park which offers easy access to the Murray River. To make a booking or for further information please contact the friendly staff at Ball Park Caravan Park.



IMPORTANT INFORMATION FOR THOSE PARTICIPANTS WITH RESERVATIONS AT BALL PARK CARAVAN PARK.

If you have a reservation at Ball Park Caravan Park for 2021, you are strongly advised to contact Sonya at the Ball Park office to transfer it to the Corowa Swim-In dates for 2022.
(Mon. 14th to Sun. 20th March 2022)

If you prefer to cancel, they will give you a refund, see below.

Ball Park Questions and Answers:

Check in at the park: Are there any further details required from guests for Covid restrictions?

On check in, there are declaration forms to sign stating you are not unwell, you have not been to a restricted postcode etc.

Public/Non ballpark guests: Can members who aren't staying at the park enter the park?

Yes as it stands at the moment. People, are able to attend the park that are not necessarily staying there, they will be required to sign a Ballpark declaration form on entry.

Deposit/refund policy for Covid: What is the process of deposits and or refunds for Covid Restrictions/Guest unable to travel?

Refunds a whole amount if unable to attend due to Covid restrictions/Travel restrictions.

Cancellation by choice: cancellation fee is charged

Sonya also offers to keep their deposit on their account to carry forward to a time when they are able to attend the Caravan Park.

Can guests carry their deposit forward for 2022 event?

Yes they can carry it forward for the next year.

Keith Webb's latest DVD on 2020 Swim-In**Page 8****2020 Corowa Swim-In DVD**

Corowa 2020 will be remembered as the last event before the lockdown was imposed shortly after the successful conclusion.

The Year of the Military Motorcycle DVD covers the event with interviews with many of the motorcycle owners such as Hans Sprangers and his Zundapp, Paul Bailey with his Norton Big4 sidecar outfit, Anthony Shorten's Harley as well as stories from owners of other vehicles present including Sam Scholz from Qld, who had been preparing his Diamond T 969 Wrecker for an outback trip; father and son team of Jack and Jake Neville, Jack with his freshly restored 1939 Ford 1 ton Roadster Utility and Jake's Dodge ambulance; first float for Hayley and Trent Keith's DUKW, Lachlan Matthews' 1947 Tatra OT810 halftrack; Nicole Wright's 'Follow Me' Jeep; Graham Robb's modified Ford F15 tipper and even an interview with Dutchy about the searchlight generator.

Of course there's also the parade, swap meet and taking the amphibious vehicles for a swim.

The DVD will not be ready until the middle of March. To order the DVD, please contact Keith Webb and he will provide you with an Invoice and bank details. The contact address is:

**Keith Webb, 19 Lindsay Street, Macleod, VIC 3085
email: oldcmp.net@gmail.com Mobile: 0438 132 748**

Some stills from the DVD:



Keith Webb's latest DVD - cont'd**Page 9**

More stills from the forthcoming 2020 DVD :



Corowa Federation Parade - 2021

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KVE members Tim Hughes, Sam and Charlie King, Neville and David Smith plus non KVE members Robert and Leonie Smith and Travis Smith represented KVE and the local RSL in the Corowa Federation Parade.

This year the RSL ranks were very thin due to the extreme heat and illness among the Veterans. Those of us with military vehicles were able to team up with the RSL to give the ill veterans a ride in the parade which was much appreciated by the RSL. Every Military Vehicle had a veteran riding in

front.

For the most part, today was the first time since the Swim-in that our vehicles have been on the road and despite the heat (38 degrees at 11am) they all operated without a problem.

Thank you to Sam King for this report and to all those who took part representing KVE and the Corowa Swim-In.



New activity for 2022 Swim-In

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RocHobby 1/6th Scale RC Jeep

Radio Controlled Model Races – Entry Form:

Khaki Vehicle Enthusiasts (KVE) Annual Corowa Swim-In & Military Vehicle Gathering. Corowa 2022 – The Year of the Jeep

For Corowa 2022 KVE has decided to introduce a new activity – Radio Controlled (RC) Model Vehicle Races! Everyone with a RC Model is welcome, and young people are especially encouraged to bring along their RC Model and participate.

If you would like to compete in the events, please complete the following Entry Form details and return it to KVE, along with your 2022 Corowa Entry Form. (There is no fee to enter or compete in the RC Model races.)

Name: **Age:**

Contact Number (Mobile preferred):

Email Address:

Name & Type of RC Model:
(4WD, 2WD Racer, Tank, etc)

Scale of RC Model:
(1/6th, 1/16th, etc)

Is your RC Model water proof? Yes No

Categories: Depending upon how many entries we receive, and what variety of RC vehicles enter, will determine the number and category of races we can hold. Possible events will include Hill Climb, Speed Trial, Precision Driving, Rock Crawling, Best Presented Model, Peoples Choice Model, etc. We hope to have at least two daytime races and one night time race. Events will be held by the lagoon, and at other locations at Ball Park on Thursday, Friday and on Saturday afternoon.

NB: a minimum of 12 participants will be required for each event to be held.

For Further Details, Contact:

David Barton – Mob: 0428 753 751 Email: davidbarton@netspace.net.au

Sponsors: We would be very interested to hear from any potential sponsors who would like to assist us with providing prizes for category winners.

Khaki Vehicle Enthusiasts Incorporated (KVE Inc.)

Mailing Address: 9/1 Millett Road, Mosman, NSW 2088

Contact : Jan Thompson Mob. 0412 078 096

Email: kveinc@optusnet.com.au Website: <http://corowaswim-in.org>

Mike Cecil's featured article

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Don't Break the Bridge!

Bridges and the Bridge Sign on Australian MVs

Part 2: Vehicles

By

Mike Cecil
Colbert WA USA

The classification and marking of bridges, detailed in Part 1 of this article, was somewhat less complicated than the classification and marking of vehicles. Vehicle bridge markings went through a series of revisions, changes and improvements throughout the war. Some of these can be attributed to equipment changes, such as the introduction of heavier equipment needing to be added to the approved list of bridge markings for vehicles. Others changes were to resolve anomalies with the system to ensure its application remained practical.

The first instructions issued by the British War Office in July 1939 referred to the adoption of a system of marking bridge signs on vehicles, which was followed in May 1940 by a detailed list of bridge classifications for each in-service vehicle type. The bridge class for each vehicle was based upon the vehicle gross weight rounded upwards to the next whole ton. The classification commenced at 1 ton, and progressed in 1 ton intervals. Hence, the British Army's Austin 7 HP two-seat open tourer had a bridge classification of '1', while an unladen Scammell 14-wheeled, 30 ton tank transporter had a bridge class of 47 when laden, and 18 when un-laden.

Towed equipment such as artillery pieces and trailers were also given a specific bridge classification, the total mass being the addition of the towing vehicle plus the towed load. Hence, an AEC Matador artillery tractor, when towing a BL 6-inch Howitzer, resulted in a bridge classification of 12 for the tractor plus 6 for the howitzer, giving a combined classification of 18. Where an artillery trailer was interposed between the gun and tractor, the class of the trailer was also added to arrive at the combined bridge class of the entire combination.

From mid-1940, British Army vehicles were to be equipped with a circular bridge plate, designated as a 'Disc, bridge sign, Mk.1', fixed to the front of each vehicle on the right side. These were to be painted yellow with the bridge class in black numerals. For combined loads, the bridge sign was painted as a fraction, with the upper figure being the bridge class of the combination, and the lower numeral being the tractor only.

The War Office introduced a significant revision to the system in December 1940. All vehicles previously classed at '5' or less were re-classed as '5', that being the lowest class of bridge (see Part 1). Hence, the Austin two-seat Tourer referred to above previously classified as '1', was then re-classified as '5'.

For Australian forces, not much happened with regard to marking vehicles with a bridge sign until after September 1941. For the AIF in the Middle East and the AIF and AMF in



Checking under the bonnet of an Army Headquarters car. Although the actual laden weight, rounded up to the next full ton, was '2', the system adopted in September 1941 classed all vehicles of 5 tons gross or less with a bridge class of '5'.

Mike Cecil's featured article - cont'd

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Australia, the various vehicle marking instructions issued up to September 1941 simply stated that instructions for bridge markings on vehicles were in preparation, and no action was to be taken in the interim.

In September 1941, the Military Board issued Military Board Instruction (MBI) O123/1941, which closely followed the British War Office instruction, as amended in December 1940. Hence, a Chevrolet 4x2 staff car would be 1 ton 9 cwt tare weight plus the rated maximum military load of 7.5 cwt resulting in a gross laden weight of 1 ton 16.5 cwt, so a bridge class of '2'. However, as all vehicles with a gross laden weight of 5 tons *or less* were automatically assigned a bridge sign of '5', the lowest bridge class, the Chevrolet example was classified with a bridge sign of '5'.

The system became more complicated for vehicles in combination, such as when towing a trailer, an artillery piece, or with a disabled vehicle on tow. For example, a 'Tractor, Artillery, Aust No.9' towing a 25-pdr gun (but not the ammunition trailer), carried the bridge sign with the numeral '9', the combined weight of tractor and gun, over '5', the weight of the tractor alone. In the case of a vehicle towing a trailer or a disabled vehicle, the bridge weight was calculated by adding the bridge sign figures of both. For example, two vehicles with bridge signs of '5' added to '10', which resulted in the combination being able to cross bridges classed as 12, 18 and 24, but not 5 or 9.

Of course, this iteration of the scheme was based upon the gross laden weight, without any regard to the tare or unladen weight. This caused some complications. For example, the unladen weight of a 15 cwt CMP truck was about 3 tons, so two unladen 15 cwt trucks totalled just 6 tons – well within the limits of a Class 9 bridge. However, the rules were to *add* the bridge plate figures for each vehicle, hence 5 plus 5, resulting in 10, and therefore unable to cross a Class 9 bridge.

The situation was even more absurd when applied to lighter vehicles. The Chevrolet staff car example given earlier, when fully laden and towing another laden staff car, had a gross combined weight of 3 tons 13 cwt – well within the capacity of a Class 5 bridge, but the addition of the bridge plates of the two vehicles was 5 plus 5 = 10, so the combination was unable to cross either a Class 5 or Class 9 bridge!

In September 1942, General Routine Order (GRO) O410/1942 was issued which revised the system to remove this anomaly, with all vehicles now required to carry a bridge sign which was equal to the gross laden weight,

Similarly, the Australian LP2A Machine Gun Carrier was classed as bridge sign '5' until September 1942, when it was revised to '4'. This carrier is serving with a unit of 1st Australian Infantry Division. Note, also, that it has the bridge sign of a full yellow patch as for B-vehicles, rather than the yellow outer circle applied to AFVs.



A CMP Cab 13 'Truck, 15-cwt, 4x4, Battery Staff' with a bridge sign of '5'. From September 1942, these trucks were classed with a bridge weight of '4'.



Mike Cecil's featured article - cont'd

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rounded up to the next whole ton – the very same system as originally introduced by the British War Office in 1940. The Chevrolet staff car was therefore re-classed with a bridge sign of '2'. The GRO included an extensive list of most makes and models of vehicles and trailers then being operated by the AMF.

Apart from revisions to include new equipment, this remained the situation until August 1944. A revision, issued as an interim instruction, stated that bridge signs were not to be fitted to 'trucks, $\frac{1}{4}$ ton' (jeeps), $\frac{1}{4}$ ton and 8-cwt trailers, or to staff cars. This instruction remained in force until after the end of the war.

Bridge Sign Sizes

The orders detailing the actual sizes of bridge signs on vehicles differed slightly between the AIF overseas, and the AMF in Australia, until the return of the last AIF units in early 1943.

For the AIF overseas, from September 1941 to January 1942, the instruction was for B-vehicles (cars, lorries, trucks, etc) to have a bridge sign of an 8-inch diameter disc fitted to a convenient position on the front right, while AFVs were to have an 8-inch diameter, $\frac{1}{2}$ -inch wide circle painted directly onto the front right of the hull. The bridge sign numerals were to be painted centrally onto the disc or within the circle in black. Single digits were to be 6-inches high and double digits 5-inches high. For tractors with traile^d loads exhibited as a fraction, the upper (numerator) was to be 4-inches high, and the lower (denominator) 2.5-inches high, with a thin black horizontal line between.

In January 1942, AIF Headquarters (Middle East) issued an instruction that the disc on B-vehicles was nullifying the disruptive camouflage painting, and should be replaced by an irregular patch of yellow paint on the front right of the vehicle which approximated an 8-inch diameter. The actual shape of the sign was left to for the Unit to decide, with some adopting a stylised shape of Australia. Numeral sizes remained the same.

In September 1942, orders were issued indicating that an 8-inch yellow disc attached to the front right was preferable, but where discs were not available, an irregular yellow patch should be used instead. Again, the numeral sizes remained unchanged.

For the AMF, the requirement from September 1941 until September 1942 was for the 8-inch yellow disc on B-vehicles, and the 8-inch diameter, $\frac{1}{2}$ -inch wide circle painted onto AFVs. Placement and numeral sizes were the same as for the AIF.

From September 1942, vehicles of 5 tons or less were re-classed according to their actual gross laden weight, rounded up to a full ton. This 'car, six-seater' serving with 1st Cavalry Division displays the bridge sign of '3' on a yellow, 8 inch diameter plate fixed to the front right.



An M3 Grant tank serving with 1st Australian Armoured Division, displays the early bridge type of bridge sign for AFVs of an outer yellow circle with the bridge class '24' in black within the circle.



Mike Cecil's featured article - cont'd

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From September 1942, the bridge sign specification for AFVs was changed from an 8-inch circle to the same 8 inch diameter yellow patch as applied to B-vehicles. This Matilda serving with 4th Australian Armoured Brigade has all the signage almost 'by the book', with the bridge sign '25' on the front right, unit sign in the centre and formation sign on the left. On the side of the tank is the registration number, crew name for the vehicle, and the unit war office number and colour code bars, over the fording depth high water mark line and 'H'.



The orders stated a preference for painting the bridge sign directly onto the vehicle, rather than mounting a steel disc plate. This unit has taken the 'preference' literally, leaving the bridge disc painted in camouflage paint and partially obscuring the actual bridge sign, while painting the yellow patch and bridge sign directly onto the vehicle.



This Chevrolet 'Indian Pattern' ambulance has the bridge sign '3' on a yellow disc painted directly onto the vehicle.



This International 3 ton GS drop-side lorry is fitted with a bridge plate, but the bridge sign has been painted onto the front right as an irregular yellow patch with the bridge weight of '7'.

The order to place the bridge classification onto an irregular patch approximating 8 inches diameter led to some very interesting interpretations!

Mike Cecil's featured article - cont'd

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From September 1942, both B-vehicles and AFVs were to have an irregular yellow patch of approximately 8-inches diameter painted onto the front right of the vehicle. An 8-inch diameter disc was to be fitted only where the design of the vehicle precluded the painting of the irregular patch in such a way that it was clearly visible from ahead of the vehicle. In August 1944, the reference to the 8-inch disc was dispensed with, the instruction stating that B-vehicles and AFVs should have an irregular yellow patch approximating 8-inches in diameter.

Of course, the promulgation of orders from headquarters and their interpretation at unit level often led to some significant variations!

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Checking the underside of a Chevrolet 3 ton lorry serving with a general transport company of the Tasmanian Lines of Communication Area. The bridge class of '7' is correctly displayed within an irregular yellow patch painted directly onto the front right mudguard. The vehicle appears to have a three-colour disruptive camouflage pattern.

Michael K. Cecil

Military Historian & Author

Visit Michael Cecil's website on the link below to see his books which are available to purchase:
<https://www.michaelkcecil.com/>

Corowa Swim-In Collectors items for sale



2020 Numbered plates

Numbers still available are:

103; 108; 114; 115; 116;
 119; 120; 132; 133; 134
 \$30 each plus postage



2020 Standard plates

\$25 each plus postage



Swim-In coffee mugs \$25 each plus postage

Contact Jan on kveinc@optusnet.com.au or call 0412 078 096

"A new life for old warriors"

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Recently I came across an old newspaper cutting from the mid-1980's which I had saved. It was from the Sunday Express in the UK. It certainly makes interesting reading all those years later. I remember this at the time:

"There listed among the Exchange & Mart columns advertising old flintlock pistols and medals was an item to make the heart of every military collector beat faster.

FOR SALE : 45 Sherman tanks in perfect working order. Price : £7,000 each. (*UK Pounds*)

The response was immediate and gratifying to businessman Mr. Ian McGregor who discovered the fleet of World War Two Canadian-built Shermans in Portugal. Every one of the tanks was quickly snapped up by enthusiasts.

Yesterday the waterfront at Southampton echoed to the throaty roars of their huge aero engines as 21 of the 27 ton rust streaked tanks rumbled off a ship onto the quay. They last left there with Canadian troops on D-Day.

Most of the buyers intend to restore the Shermans to their former glory and then drive them at collectors rallies. But 32 year-old plant hire operator, Mr. George Fisher, who was at the port to see his tank arrive, is so pleased with his purchase that he wants to display it in the front drive of his home in Derby. His wife, Deirdre, aged 29, has other ideas. She wants it banned to the back garden rather than having the tank's menacing 75mm gun turret dominate the street. "It would take up too much room" she said. "And besides, whatever would the neighbours think?".

Mr. McGregor of Ruthin, North Wales said: "They are in mint mechanical condition. They were only used by the Portuguese once a year to drive along their Avenue of Liberation on their national day".

There are problems however. The tanks do three-quarters of a mile to a gallon and a full tank of two-star would cost £350."

Note, these are not actually Shermans, as the Canadian built versions were known as a Grizzly

Submitted by Richard Farrant

Your Stories

We are always interested to publish your stories, like the one above.

If you have one and would like it to be in KVE News,

then please contact the Editor,

Richard on kve.editor@btinternet.com

Making models of military vehicles

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Chance meetings in Carparks

Hello, my name is Trevor, and I am a khaki vehicle enthusiast! There, now that terrible secret is out in the open I feel that I can get on with this article. It was an off the cuff revelation like that from a work colleague in a small university car park in a largish regional Victorian town that has brought me here today. We were discussing how COVID had affected our lives, when the subject of how large gatherings had to be cancelled had come up, and there being no certainty around when they could be rescheduled. My colleague slipped into the conversation the KVE meetup at Corowa and how it had just been put off till 2022. "What is KVE?" I asked, and it all flowed from there.

Who am I?

I have been interested in Military vehicles of all shapes and sizes since I was about 6. My Dad was a Despatch Rider and Mechanic with the Australian Army in WW2 in the Pacific, so wherever we travelled we would always visit museums etc. to have a look at what vehicles, engines and other parts were around. I didn't follow in his footsteps, didn't join the Army, didn't become a Mechanic, and still haven't learnt to ride a motorbike. What I did, however, was start making plastic model kits (Airfix being the brand of choice back then). This started a keen interest in military history, which eventually led my discovery of military simulation games (aka Wargames), where I could not only use the models I had made, but could also research the history, organisations, colours, markings and use the 'toys' I had spent many hours on. After many years of that, I had the great fortune (for me anyway) of finding a wife who could (mostly) cope with my socially-awkward (wargaming being, at the time, very much a predominantly male pastime) idiosyncrasies. When kids came along, my 'wargaming', model making and military book collection ended up stored away in a box (okay, many many boxes actually). Fast forward 20 years or so, and after a career in and around computers and IT, I discovered 3D printers....

3D Printing

Let me start by saying that I am very much NOT an expert in 3D Printing. I am self-taught, and have had many disasters along the way, and still make plenty of mistakes. However, I'm pretty happy with most of what I've been able to do, and using some very easy computer software tools have been able to modify and/or upgrade a lot of the 'models' that are available online through websites like 'MyMiniFactory.com' and 'Thingiverse.com'. I will also say that this is a very brief overview of 3D printing, as to cover every aspect would fill many articles!

I've used my printers (I've 'accidently' acquired about 4 of them....sorry missus) to print all sorts of things from a replica flintlock mechanism for some prop 17/18th century rifles I made for a theatre production of Les Miserables, Pre-WW2 German and Austrian medals (this time for Sound of Music), through to training aids used for my job at a university, and of course, quite a few Military Vehicles.



Making models of military vehicles - cont'd

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Workable 3D Printing has been around since the late 1970s, but it has only been in the last 10 years or so that it has become affordable and practical for 'Home' 3D Printers. The original concept actually appeared in Science Fiction magazines/novels as early as the 1950's, and like those early stories, it continues to appear in Science Fiction now, so there can be a perception that it will shortly take over the production of everything and render conventional manufacture obsolete.....but that won't occur in my lifetime, and possibly not for a long time after I'm forgotten!

There are currently two main types of 3D printing available to the 'home users' i.e. not commercial producers. They are FDM (or Fused Deposition Modelling) and SLA (Stereolithography)/DLP(Digital Light Processing).

SLA & DLP printing (actually 2 different things, but broadly similar) is commonly known as Resin printing, as it uses a liquid resin in a vat, and relies on a Ultra-Violet Light (UV LED) to harden layers of the resin. As the layers harden, the platform the model is attached to rises minutely and the next layer is hardened by the UV LED. This produces a much finer detailed model/object than the FDM method, but is more costly both initially and also on an ongoing basis for actual Resin material. It also requires more 'post-print' treatment, as the resin is fairly unpleasant, and also needs further UV light exposure to fully harden. The resin also smells quite strongly, so needs to be in a very well ventilated area. Personally, I have a resin printer, and it doesn't get a lot of use, mostly because of the 'post-print' requirements, and the smell (it lives in our garage). What I have printed with it has been okay, and I have seen some fantastic prints done by others.....when I get a chance I am going to have a better play with it to see what I am doing wrong.

FDM printers are much more (I think) user friendly for the beginner. Again they print by building up layers of material, but instead of liquid resin hardened by UV light, they use various solid materials (mostly thermoplastic, but some metal based), all of which have different properties and uses. The most widely used material is PLA (Polylactide), which is manufactured from fermented plant starch (so corn, sugarcane and other plant waste), and comes in rolls of thin filament (usually 1.75mm diameter) and melts around 200 degrees centigrade. As it melts, it is forced out of the print head onto a platform that is usually heated to about 60 degrees. Unheated platform printers do exist, but the hot filament doesn't bond as well to a cold platform, so more print failures occur. Either the print head and/or the platform then move (backwards, forwards, left and right) to produce a layer of material. This layer, depending on the detail required can be between 0.12mm and 0.28mm high (printer settings vary, but these are the 'layer heights' my printers can be set to). As the layer is completed, the print head rises by the set layer height, and another layer is started. Think of it as building a brick house, with each layer of bricks being completed before the next layer is started.

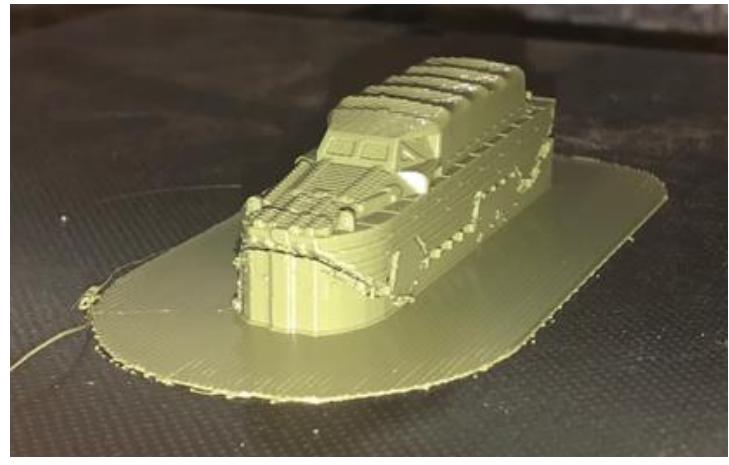
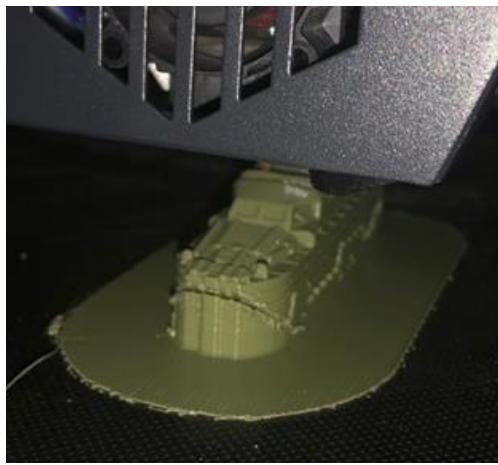
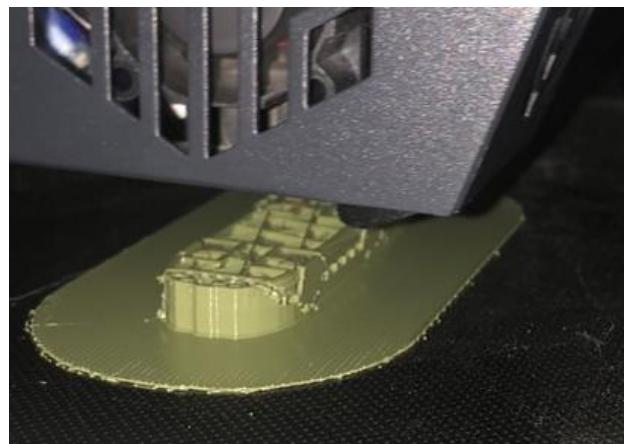
As I said earlier, this is a very simplified overview of the process. Something to consider is that not all objects are straight up and down, so some layers may need to be printed at heights where there is nothing below them and there may be nothing for the layer to 'rest' on. Depending on the angle of the overhang in the model this may not be a problem, but thin support layers may need to be created in the model which can then be removed when the print is complete.

In the photos below I am printing a WW2 DUKW. This took about 2 hours to print from start to finish, and it may not show up on the photos but you can see slight ridges around each layer of print. It also shows the 'support structure' around the front and sides of the model where there is a lack of lower layers. The black object at the top of the images is the 3D print head from which the PLA is extruded to make the layers.

Something else that needs to be considered is time taken to print. One of the things that you won't hear about when the media or movies talk about or show 3D printing is that it isn't that fast. At 1/150th scale, a model tank might take about 3 hours to print one of. At 1/100th scale that might jump to 5 hours, and at something like 1/32nd scale you could be looking at 12 – 15 hours and some files can take days to print.

Making models of military vehicles - cont'd

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This can also be affected by the amount of 'filling' in the model. The DUKW is set at 30% fill (the triangular lines seen in some of the photos), but a more 'solid' object, needing more strength may need to be higher, so more time, and more material.

As with 'Commercial' 3D printing, the models/objects themselves are CAD drawings that have been created, either by hand or scanned into a computer using a special 3D scanner or (more recently) pieced together from multiple overlapping images that create a sort of 3D jigsaw. These are then converted into a printable format using 'slicing' software so they can be read by the printer software. The website Thingiverse.com contains hundreds of thousands of objects that people have designed or converted into 3D files, and can be downloaded for free (although 'tipping' the designer is appreciated). I would list what sort of things these designs cover, but I wouldn't know where to start. There are other websites (such as MyMiniFactory.com) where files can be obtained, some for free and some that you have to pay for, and the quality can vary greatly as there is no 'standard' that you have to meet before you can upload files. Once you have the file however, it can usually be modified (there are restrictions on some files....almost like copyright protection), but for personal use most things are okay. There is online software for creating or modifying files, such as Microsoft 3DBuilder or Autodesk Tinkercad. These two are free, but there are more advanced programs that can be quite pricey, but also allow a lot more to be created!



Making models of military vehicles - cont'd

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Some of my prints

Getting back to the KV's, I have printed, modified and painted a large number of military vehicles with my printers, mostly at around the 1/150th scale (150 times smaller than real-life). This scale is approximately N-Gauge for model railway enthusiasts, and equates to a person being 12mm from feet to eye height (so for War gamers this is known as 12mm scale). Below is a selection of some of 'my' vehicles at various stages of completion, from straight off the printer to painted with markings, including the DUKW from above with its 'supports' removed.



I hope that this has been interesting article for some of you, and am happy to try and answer any questions you may have. I can be reached at fethet69@gmail.com and now I have accepted my Khaki Vehicle enthusiasm, I hope to meet some of you at Corowa 2022!

Cheers,

Trevor Fetherstonhaugh.

Looking Back by Harvey Black

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Growing up, my family had no involvement in the military, though my father had been a driver in the Great War. He drove teams of horses. Indeed, at the time these anecdotes occurred, I was not probably aware that most of the vehicles concerned were even of military origin. I was just a little kid, and nothing was explained to me, so I just put my own spin on whatever happened.

I was born in 1943 at Lake Cargelligo, in western NSW, and most of the things written of here happened in the years leading up to the end of my primary school years. Essentially, they are my recollections of experiences as a small kid.

The earliest memories of any military equipment are of when we lived at Lake Cargelligo, where my father was a supervisor with the NSW Water Conservation and Irrigation Commission, or the WCIC. We left Lake when I was four, so these are very early recollections.

North of Lake Cargelligo there is a crossing of the Lachlan River at a location called Murrin Bridge. There was an old low level crossing there, and a new timber bridge was being built just downstream of the crossing. There were high banks either side of the river, which dropped down to a low level flood plain. At the worksite, a punt in the river held a steam driven pile driver, hammering the bridge timbers into the river bed. On the lower bank was what I know now was a Wiles Cooker, with a cook inside looking after the food for the crew. There was a pile of firewood outside the door, and he would come out regularly to grab a bit. He was wearing a "white?" apron, which stuck in my mind, because only my mother wore aprons!



Dad had parked his work utility back on the road near the crossing and left me inside while he went to talk with the bridge builders. He left me in it and I was taking a great interest in what was happening. Clouds of steam were coming out a large number of orifices on the boiler and pile driver, and the banging of the weight on the pile was something I hadn't heard before. The banging stopped and there was lots of shouting and yelling on and around the punt and an old wooden rowing boat.

The time had come to move the driver to a new location, which was going to happen with manpower. Dad came back to the ute and got a shovel out of the back, and the cook came out of the Wiles with his millet broom, and with heaps of people on the punt "rowing" and others pulling on ropes on the bank, they must have got it into its new location. Dad brought the shovel back and got me, and everyone gathered at the cooker for morning tea.

I had no idea what a Wiles Cooker was, but that was what they were using. I have one of my own now, and can only wish it was in the same condition.

Also in Lake Cargelligo, Dad came home late on night and backed a truck up the drive beside the house. Next morning, there was what I now know was a new CMP Blitz, probably a long wheelbase. Dad removed lots of parcels from the passenger's side of the cab and put them in the back, then put me up in the truck. He then drove to the depot to unload. The Government had obviously been allocating surplus new trucks to various government departments. I had never seen a new vehicle of any sort before. Its newness was what stuck in my mind, as everything else in Lake Cargelligo was old and dirty at the time, just after a long war. It would have been a long slow haul from Sydney, with the majority of the roads being dirt.

After a move to Finley, there were a couple of incidents involving military equipment. The first was a trip to the aerodrome at Tocumwal, which just after the war was a storage base for hundreds of military aircraft due for scrapping.

Looking Back by Harvey Black - cont'd

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My father obviously knew someone there. We went there in the work ute, and the row on row of aircraft of all sorts was mind blowing. My father climbed up into the belly of a bomber and appeared a bit later hanging out of the cockpit, I recall. In later years the place became a graveyard of disassembled aircraft, in all stages of repair, but I think when we visited it must have been quite early in the proceedings, as almost everything was intact. Quite a sight.

After a time in Sydney, we returned to Finley, living on what is these days the Newell Highway. Outside a business in town, a Ford GPA was regularly parked. Was it Dalgety and Co. who cut the fronts off a large number (120?) of GPAs, sloped the front decks downwards and cut "doors" in the hull sides for access? I believe they were sold to farmers in Northern Victoria and Riverina NSW. It was one of those. My old man, who knew everything, told me that it was a floating Jeep. I was only a little kid, but I could see straight away that it would sink like a stone. I was smart enough, however, to bite my tongue and not make any comment.

On a trip to Deniliquin, we came up on a float carrying a bulldozer. It was plodding along creating clouds of dust, at what I expect now was not much more than walking pace. When we overtook it, I was interested in the truck, as I hadn't seen many with bogie drive before. I looked up to see the driver, and was horrified to see the bloke in that seat reading the paper! No one had explained anything to me about left hand drive vehicles before. Another little step in my education.

Also in Deniliquin, there was a garage in town that had a large area across the road where they parked various vehicles. On one trip I was interested to find a row of tanks, perhaps five or six, that I think might have been Matildas, complete with guns and all gear. I think that the only way they could have got to where they were would have been via Victorian Railways goods train to the station, then unloaded and driven through town to where they ended up. I guess they would have been cut back to be used as tractors.

Later, when living in Junee, my uncle at Bethungra had an MW Bedford, quite a rare vehicle in Australia, as a farm truck. In the middle of the cab there was a little fold down seat, big enough for a kid, but not much more. On the back of the engine cover, in front of the seat, was a warning plate which said, "Warning, to avoid damage, do not operate the vehicle with the choke out". Quite a clear message I thought. Of course, the old Bedford needed the choke out to run at all much, and I was always in fear of the "damage", whatever that was going to be.

There were two blokes in Junee who delivered fire wood in an OY Bedford, painted blue, so ex RAF I guess. It was a neat and tidy truck. Again, a very rare vehicle in Australia in the early fifties. It was not until very much later that I knew what it was, as someone had very carefully screwed an Austin badge, the sort with the wings either side, in the middle of the flat front panel just below the radiator cap. It had me fooled, simply because it was a one off.

During my school days in Junee, the army used to use Staghounds armoured cars for training purposes, and they regularly used the streets near the school. The sound of the twin engines and the automatic transmissions was like nothing else on the roads, except perhaps for the Ansair Clipper that bellowed its way over the hill going to Wagga in the early hours of the morning, on its trip to Melbourne. The Staghounds seemed to operate in twos, and the drivers were very enthusiastic. They were often stabled in the Police Station yard, just along from the school. One was used to recover the bodies of two airmen, killed in a Wirraway crash somewhere close in the early fifties. The bodies were wrapped in canvas and carried on the engine deck of one of the Staghounds. They were taken to the Police Station Yard in that instance, too.

Many years later, we used to fix Blitzes working in the forests around Taree, often in quite steep country. The loggers said they always used Ford V8s for the heavy hauling, because of the pressure fed bearings, but from the log dumps to the mills they liked Chevs, because they didn't boil as much and pulled better

Looking Back by Harvey Black - cont'd

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on the road. I was telling this to a mate in Casino years ago, who was a bush worker. And he said that around there they just fitted Bedford engines, with their pressure fed cranks, in the Chevs and used them for everything! Two different ways of fixing the problems.

I was talking to a guy at the Eulah Creek Old Machinery Days a few years ago and he was asking me about my Jeep. I told him that the first ownership we could trace was a farmer in Wauchope. He then proceeded to tell me the following yarn... Not long after the war, he was working for a bloke who had a business in Port Macquarie. His boss used to catch the train to Brisbane regularly, where he would attend disposals sales. When he returned to Port, he would send this bloke and his mate to Queensland on the mail train to bring stuff home.

He said they used to stand three jeeps on their ends in the backs of DUKWs and drive them back. The Pacific Highway then was mostly dirt, with lots of ferry crossings, and it apparently took them three days to get back. They slept under the trucks. Once home they unloaded the Jeeps and these were sold to farmers in the area. He thought mine could have been one of these. When I quizzed him about the DUKWs, he said we cut them up to get the bogies, to be made into log jinkers, and the rest was sold as scrap. He said that he couldn't remember how many times they went, but said it was quite a few!

Harvey Black



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A Reminder !

Accommodation Booking Changes

For all those participants of the Corowa Swim-In who have left deposits at their chosen accommodation, you are advised to transfer your booking to the 2022 dates, which are:

Mon 14th to Sun 20th March 2022

See page 4 for more information

Clarence Town event report

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CLARENCE TOWN 5

Set against the pall of uncertainty of the event ever going ahead in 2020 due to the Covid pandemic, it was like the grey clouds parted at the right moment and the show could go on. Even the Queensland border restrictions for the NSW Hunter area lifted a mere four days before Clarence Town started. As a result a good few keen Queenslanders were able to attend. Of special merit was Dave Stafford who drove through the night to arrive on the Saturday morning. Unfortunately our Victorian friends were still shut out of NSW at the time.



Thursday 5th

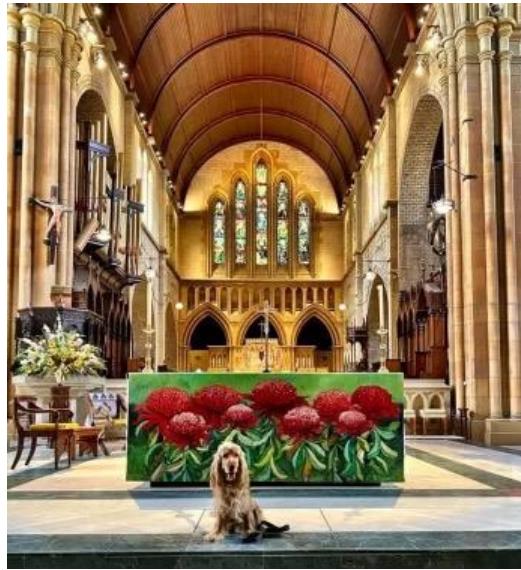
As in previous years, Thursday was an arrive, set up and greet day. We had a reception desk where everyone who attended helped out and provided all their essential details so we could be compliant with our Covid Safety plan should the constabulary arrive for an inspection of our records. It was noted that the question "Have you got any covid symptoms such as....?" was occasionally met with a forced cough and light banter. But I am happy to say that everyone was healthy, and though the rigorous record keeping was quite the task, it was worth it for peace of mind.

Friday 6th

Normally at this time of year, the Newcastle 500 Supercars event is in the later stages of setting up in the city of Newcastle. As a result, the city lives in bedlam in November with road blocks and obstacles. However, as the Supercars race was called off, it seemed a good opportunity to have the Friday rally run to see historical points around this beautiful beach side city. I am a proud Novocastrian and I love showing off the city to visitors when I can. With the NSW government easing of restrictions of groups, we planned for two groups of vehicles to visit Fort Scratchley, Christ Church Cathedral and the relatively new ANZAC Memorial Walk. Each group visited these attractions in a different order.



Bob Pritchard and his friends at Fort Scratchley (1882) made the visitors welcome by opening up the parade ground for parking. The Fort provides sweeping views of the city and the Hunter River. The visitors were given a tour of the main parts of the Fort and one group was there for the 11.00 am gun firing. One of the main attractions of the Fort is the tunnels, which contain firing guns within the side of the hill. However, with covid restrictions on the tunnels which had just re-opened that week could only allow 6 visitors per tunnel tour. People from one of the groups were lucky enough for a tunnel tour. On the 8th June, 1942, the fort exchanged shots with a Japanese submarine. Although some homes were hit behind the fort, no one on either side was injured, so that skirmish can be declared a draw.



The Christ Church Cathedral, set on a commanding high point over the city, again with fantastic views had been closed to visitors for months. I rang the cathedral and the Dean, the Very Rev'd Katherine Bowyer offered to open the cathedral just for our visitors which I thought was fantastic. The cathedral is massive for a regional city, with amazing architecture. Of significance is the Warriors Chapel which holds a number of significant WW1 artifacts including the Victoria Cross of a Novocastrian, Capt. Clarence Jeffries. For a nominal fee, the Dean provided a guided

Clarence Town event report - cont'd

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tour to our visitors. Also, the Dean made available the church grounds for the parking of the convoys. The feed back I received from people that the cathedral was the highlight of the 3 destinations. I am grateful to the Dean and her staff for being so welcoming to the visitors.

The ANZAC Memorial Walk was completed in 2015 for the 100th anniversary of the landing at Gallipoli. The Walk was built using 64 tonnes of stainless steel at a cost of \$4.5million. It is a 450 meter long cliff top walkway. The walkway is also adorned with steel silhouettes of soldiers, as well as the names of almost 11,000 Hunter Valley men and women who enlisted to serve during World War I. For a personal touch, my wife Blair's, great great uncle, Lea Roy Paul has got his name on the wall. He perished in Messines on 21 July, 1917 during a raid on the German trenches. He was never found and his name is inscribed on the Menin Gate in Belgium for eternity - as it is on the Canberra War Memorial and ANZAC Memorial Walk.

The first time I saw the Walk, I could not believe how good it was with sweeping views over the ocean cliffs and also the greater area of the city and Newcastle and its suburbs. So it was a must to include the Memorial in the tour. As with the other two sites, despite the destinations being in the city, the parking was readily available to the convoys. Special thanks to the tour leaders Rob McShane and Vernon Dates for making the trip happen.

By the time Saturday had rolled around, I was more tired than Dave Stafford looked after his long night drive. In my rush to get away from work on the Wednesday, I packed 2 halves of different tents, and arriving on dusk, nothing could be done. Then it was dark. No tent. So I slept in the back of a truck on a metal floor and froze. One of the most wretched sleeps in my life. The next day, the complete tent showed up with my lovely wife Blair. For the next three nights amongst the night runs, the late night drinks and a half deflated air mattress, a good sleep was something that I couldn't even dream of. It's an unfortunate camping experience when the only thing that goes down on you is the air mattress.

Anyway, I digress - back to the write up... A local Bren Gun carrier owner, Glen Plumridge had arranged a re-union of his army buddies the 12/16 Hunter River Lancers, some of whom also own carriers. Glen arranged for a good number of Carriers to come to the show. Glen named the carrier side of the show "Carriers at Claro". In all we 8 of the charismatic beasts at Claro. In the lead up to the event, Glen found a rugged and fun bush track a few minutes from the caravan park. On the Friday afternoon, an unusual ragtag assortment of expensive vehicles departed the park driving through the streets of Clarence Town in convoy to play in the dirt, the mud and the deep ruts. I think all those who went on that bush run will never forget it. Most of the time, there was smiling faces and laughter. But not when a carrier got rutted though. However, the scene went to jubilation and cheers when the carrier was dragged out its temporary confines.



Clarence Town event report - cont'd

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No names, no pack drill !



Manfred wisely following the Saracen in case the Kubel' got bogged!

A surprise on Friday afternoon was when Jad Dennis and Gavin Walker showed up with a trailer full of metal. Unmistakably in that lot was a nice GPA project for Jad who was pretty pumped at his extraction of this project. I hope to see it in the Williams River next year.

Saturday 7th

This is our traditional Hawaiian shirt day. It was pleasing to see a good number of people dressing up for a happy festive look – which is what we are about.

Due to covid restrictions, we cancelled the traditional parade, and in its place, the carriers drove down the main street in formation. Executed brilliantly guys! We had exorcised the demons of the previous Erringhi Hotel publican when he had moved on. The returning publican, Tom Lyons, who has a keen interest in our vehicles kept people from parking out the front of the hotel, thus allowing the seven carriers to park out the front as carriers had done in WW2 and in our 2018 edition. (N.B. one carrier did not make the parade.) With the carriers lined up there was a great photo op when a young lad in a uniform and tin pot helmet climbed into a carrier. Just when the people standing in front of the carriers moved back for the photos, an elderly couple embarked on their own slow inspection of the carriers and despite Blair's kindly encouragement for them to move on, it was when they were good and ready. Anyway, it added a comical light hearted flavour as it was quite funny. When they did move on, the photos of the line up and the lad were terrific.

Amongst the vendors, the Hawaiian shirts and the many vehicles back down at the park, it was colourful had a pretty



Clarence Town event report - cont'd

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good vibe. In the afternoon, another rag tag convoy of carriers etc. headed off for another play in the elements. Again, it was fantastic to see the carriers in the bush. At the same time the traditional Saturday amphibious flotilla was warming up taking people for rides. Of note, John Hecker's beautiful project GPA, now owned by Paul White of Newcastle went on its maiden voyage although not quite finished. The nervous owner and crew made it safely back to shore.



Paul White with his newly acquired GPA making its maiden voyage



After the bush run was over, the flotilla assembled and the “invasion run” began when all the floating amphibs running up stream under the landmark Clarence Town bridge. Having 2 DUKWs and 5 GPA’s running together on a long river run made for an impressive sight. Especially with the 2 DUKWs side by side.

Made it safely back to dry land!



More photos taken during the event >>

Clarence Town event report - cont'd**Page 29****Photo Acknowledgment**

**All photos in this article
were provided by
Gavin Walker,
Blair Olsen
and Craig Olsen**

Thank you

Clarence Town event report - cont'd

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Sunday 8th

Simply a pack up and go day. Although there were a few that stayed on to enjoy the naturally beautiful environment.

Night runs

Friday and Saturday night featured night runs with the amphibians. A surreal experience is how I would best describe it.

Event hats

Big thanks to Tracy and Janice Vadnjal of Newcastle Machinery Sales who again provided the sponsorship for the event hats. We settled on a black cap to represent a dark year for the world, and our mascot, George wore a light blue covid mask.

Vehicle Numbers

As we did not do the full parade this year, so I have no idea on numbers, but I think in the area of 70. 2 DUKWs, 8 carriers and 7 GPAs makes 17 in just those 3 types.

Of special mention

Trent Keith, his wife Haley and family attended from near Bathurst. Trent drove his DUKW "*Drunk Adrift*" to Clarence Town and back. A fantastic effort which everyone appreciated.

Rob McShane helped in the event planning. His experience in managing convoys on the road runs is invaluable.

Blair, my lovely wife did a fantastic job. This year was hard to plan with the event looking so unlikely for so long. However, when the event looked most likely to happen Blair did a lot of Facebook updates, answering questions, published the flyers and did the hat design. In the last few years she has taught herself to do the artwork for the embroidery on the hats. Blair was the heroine who cleared people away from the carriers for the photo op. But she met her match in the elderly couple.

And thanks to all who attended. It is without those, that the event could not happen. The time and money put in to get the vehicles to the show, and the long distances travelled is acknowledged and greatly appreciated.

2021

This year the caravan park was full. I expect the same next year, should we be lucky enough for the event to proceed due to the virus. It seems Glen's great initiative of "Carriers at Claro" will grow as the carriers were a very positive addition to the event.

The week before Clarence Town next year there is a tank weekend planned in the Hunter Valley at Elderslie. So those that like their armour can make a longer trip of it with just 4 days from the end of one show to the beginning of the other.

The event is always centred around the first Saturday in November. So the 2021 dates are 4th - 7th November. Hope to see you then.





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Where to stay around Corowa

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For further information or assistance in accommodation 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 to do it at www.visitcorowaregion.com.au

Business Name	Address	Location	Phone
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Howlong Caravan Park	55 Hume Street	Howlong	02 6026 5304
Rivergum Holiday Park	386 Honour Avenue	Corowa	02 6033 1990
Bindaree Holiday Park	454 Honour Avenue	Corowa	02 6033 2500
Corowa Caravan Park	84 Federation Avenue	Corowa	02 6033 1944
<u>Motel</u>			
Arcadia Motor Inn	127-135 Federation Avenue	Corowa	02 6033 2088
Best Western Heritage Motor Inn	25 Edward Street	Corowa	02 6033 1800
Federation Motor Inn	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 Avenue	Corowa	02 6033 2288
Howlong Golf Resort	194 Golf Club Drive	Howlong	02 6026 5321
Lone Pine Motel	17 Lone Pine Avenue	Corowa	02 6033 2966
Corowa Gateway Motel	203 Sanger Street	Corowa	02 6033 1566
Motel Menere's	146 Federation Avenue	Corowa	02 6033 1066
Motel Wingrove	147 Federation Avenue	Corowa	02 6033 2055
Riverside Water Front Motel	7-9 Cadel Terrace	Wahgunyah	02 6033 1177
Statesman Motor Inn	2 Edward Street	Corowa	02 6033 2411
Yarrawonga & Border Golf Club	Gulai Street	Mulwala	03 5744 1911
<u>Self Contained</u>			
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 Rest Cottages	43 Barkly Street	Wahgunyah	02 6033 3685
Oakliegh Hideaway	Piggins Road	Hopefield	02 6033 1814
Pete's Place	20 Gitchell Street	Corowa	02 6033 4495
Savernake Farmstay	Savernake Station	Yarrawonga	02 6035 9415
Terminus Holiday Units	Cnr Edward & Sanger Streets	Corowa	02 6033 4071
The Shanty Waterside Cottage	The Shanty, Spring Drive	Corowa	02 6033 3838
The Stable @ Riesling	1/51 Riesling Street	Corowa	0439 456 337
<u>B&B</u>			
The Old Post Office Howlong	39 Hawkins Street	Howlong	02 6026 8278
<u>Hotels</u>			
The Royal Hotel	95 Sanger Street	Corowa	02 6033 0301
Hotel Australia	Sanger Street	Corowa	02 6033 1052

Where to stay - cont'd / For Sale**Page 33**

With other events often occurring in the area at the time of the Swim-In, we have widened the area to include Rutherglen and here is some accommodation in that area. You can also search on www.explorerutherglen.com.au

Accommodation in Rutherglen

Victoria Hotel	90 Main St.	Rutherglen 6585	02 6032 8610
Rutherglen Motor Inn	217 Main St.	Rutherglen 6585	1800 028 356
Walkabout Motel	15 Moodemere St.	Rutherglen 6585	02 6032 9572
Motel Woongarra	40 Drummond St.	Rutherglen 6585	02 6032 9588
Poachers Paradise	97 Murray St.	Rutherglen 6585	02 6032 7373
Golden Chain Wine Village Motor Inn	217 Main St.	Rutherglen 6585	1800 028 356

The above are a small selection of what accommodation is available around Rutherglen. To check further we suggest you go to www.explorerutherglen.com.au where you can find out price and availability for the period you wish to stay, and there are more to choose from.

King's Medal Mounting**King's Medal
Mounting**

**Sam King
(Corowa)
0406 255 802**

(KVE member)

ADVERTS

**If you would like to put an advert in the next issue of KVE News
 contact the Editor: kve.editor@btinternet.com
 Please let us know when you want your advert removed**

M.V. SPARES

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M.V. Spares offers to the market only parts we produce. We do not sell parts manufactured by others. This way we have total control over the quality so that our reputation remains the envy of others... mvspares.com



The Corowa 'Year of' series of DVDs

Page 35



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 **Keith Webb, 19 Lindsay St., Macleod, Vic. 3085**

at \$30.00 each plus postage (except 2020 DVD at \$35 each + post).

Contact **Keith Webb** on **0438 132 748** or email **oldcmp.net@gmail.com**

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. 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. 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 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.

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. Just about every vehicle attending is seen in the parade and assembly at the Corowa airport.

2012 - Year of the 6X6

This 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. A highlight is excerpts of the talk given by John Belfield about his decades of rescuing and restoring military vehicles.

2013 - Year of the Towed Equipment and Armoured Vehicle

This 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 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.

DVD's for Sale

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2014 - Year of WW1 - Year of the Ford

In 2014 the twin themes of World War One and Ford vehicles made for an interesting gathering. This year there is a good selection of vehicles covered inc. 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 WW1 Dodge recreation and Perentie and many more. The spectacle of the parade of vehicles led by Rick Cove's WW1 Albion.

2015 - Year of the General Motors and Emergency Vehicle

The theme of GM and Emergency vehicles for 2015 guaranteed an interesting and unusual collection of vehicles, and they feature in the DVD for this year. Also featured are interviews with some of the owners including Dave Argles with his Austin K2 ambulance, Graham Meyer's Chevrolet ambulance, Darrin Wright with his LP2 Mortar Carrier, and we ride with Euan and Stewart McDonald in the rare 'as found' LP1 machine gun carrier. There's coverage of the action along the river as well as the parade, swap meet and Michael Cecil's talk on his lifetime's experiences with military vehicles.

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

The 2016 DVD covers this spectacular event from Motorcycles to heavy armour. Featured interviews include Rob Lowden of the Australian Armour and Artillery Museum who brought his operational German Hetzer from Cairns, Peter Kunz with his VW, Ron Sutton and his very rare Dodge 12cwt ute. A walk-around of the Carrier trailer, and action on the water and riverside. Other features are Bev and Lang Kidby's talk and of course the parade

2017 - Year of the International and Carrier 2

This year saw the largest turnout of vehicles since Year of the Jeep with a total of 225 military vehicles of all types. Featured vehicles include the Fiat-Spa which won the People's Choice award and Geoff Naylor, theme award winner with his K5 International. Also profiles of the LARC 5, Wayne Lane's British Carrier, Paul Dekmetzian's brace of ACCO's. Also covered are the trip to Maurice Wilson's property and the recovery of the Alvis Stalwart, the Saturday morning parade through Corowa, display and swap meet at the Corowa Racecourse, . We also hear from Jack Caple, a WW2 veteran. Jack was involved with Machine Gun Carriers during the Tobruk and El Alamein campaigns and gives us a very personal view of Australian LP1 carriers in action.

2018 - Year of the Land Rover

The 2018 Swim-In DVD features Land-Rovers in all their varieties and we meet some of the owners, along with newly imported Swiss vehicles such as the M6 Saurer, Mowag and Berna 2DM. The video covers the highlights and character of the event from river fun to the parade and display at the Corowa Racecourse.

2019 - Year of the Amphibian and Prototype

Preview: The 40th year of the Swim-in video covers many aspects of the event including interviews with several of the entrants showcasing vehicles and projects such as David Barton's experimental Jeep recreation, Beau Bruce's Chevrolet C60L, the Ledwidge family's Studebaker Weasel, plus action on land and water. The event was marred this year by the accident suffered by Graham Arkle when his Alvis Stalwart was hit from behind by a semi-trailer causing it to roll several times, badly injuring Graham. The video features an extended interview with Graham explaining how it happened as he recovers from this horrific accident. Doug Draegar's talk on the 2020 Back to the Track event is also covered.

Corowa Swim-In 40th Anniversary

This video tracks the event from its early days with archival stills and footage generously provided by many of the early participants as well as interviews with several of the originals who are still attending today.

It also includes many highlights from the 'Year of' series from 2002 to the current day with highlights such as the jet powered blitz, the famous BBQ fire, Jan and Troy's wedding, as well as segments featuring several members of KVE who have passed on. Whether you're new to the Swim-in or have been coming for years this is the video for you.

2020 - Year of the Military Motorcycle \$35

This dvd covers the event with interviews with many of the motorcycle owners such as Hans Sprangers with his Zundapp., Paul Bailey with his Norton Big4 sidecar outfit and Anthony Shorten with his Harley.. Stories from owners of other vehicles include Sam Scholz from Qld who drove his Diamond T 969 wrecker down as a trial run for the BTTT trip., Jack Neville with his Ford Roadster, Jake Neville and his Dodge ambulance, Trent Keith and his DUKW, Lachlan Matthews with his OT810 halftrack, Nicole Wright and the "Follow Me" jeep, Graham Robb's modified Ford F15 tipper. Also includes parade, swap meet and amphibious activities.

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.

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
Mob. 0412 078 096 **Email:** 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
Dates of Meetings: 2nd 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)

Contact : Secretary: Murray Connell Phone No: 08 9451 4263 **Email:** connell@westnet.com.au
Dates of Meetings: 3rd 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: : **Email:** secretary@mjcqinc.com **Dates of Meetings:** 2nd Wednesday of the month
At Rocklea Showgrounds, Ipswich Rd, Rocklea, Brisbane, Qld. **Website:** 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:** sierantmz@gmail.com
Dates of Meetings: As required **Locations of Meetings:** As Required
Website: <http://groups.yahoo.com/group/aussiemecs/>
'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:** a42ausjeep@hotmail.com
Dates of Meetings: 1st Tuesday of each month **Locations:** Rats of Tobruk Hall, Albert Park.
Website: 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
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: John Boucher
Ph. 0428 972 320 **Email:** john.boucher46@bigpond.com
Secretary: Andrew Davis, 909 South Arm Road, Sandford, TAS 7020 **Email:** mvgtinc@gmail.com
<https://www.facebook.com/MilitaryVehicleGroupofTasmania>

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
 Dates of meetings: 1st 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
 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
 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
 Date of meetings: 4th Wednesday each month from 8-9pm (exc. Dec)
 Location of meetings: Denistone Sports Club Ltd., 59 Chatham Rd., Denistone, NSW 2114
 Website: 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 Reg. NSW Y2413247, PO Box 41, Newport Beach, NSW 2106 Contact: Diana Alan 0417 669 081
 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.

Registry of Ex-Military Land Rovers Inc. (REMLR)

Email: webmaster@remlr.com Website: www.remlr.com Forum: www.remlr.com/forum
 The Registry of Ex Military Land Rovers was formed in 1996 to collect information about ex Army Land Rovers that people were restoring including colours, fittings and markings. REMLR is not just Land Rovers, other vehicles are International trucks, Mokes, various other trucks, trailers, cars and bikes covered in the information pages.

There are 3 levels of joining REMLR:

1. Join the Forum and start conversing with like minded enthusiasts,
2. Become a registrant on the website/database by filling in a registration form and logging your vehicle on the database
3. As a full financial member of REMLR Inc with full voting rights and influence on the direction of REMLR.

Military History Group Inc.

Mailing address: 4 Windsor Drive, Wallan, Vic. 3756
 Contact: Gary Jordan (Vice President) 0419 314 457 email: merlinengineers@bigpond.com
 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.



The market place for anything related to military vehicles
Updated daily - Viewed Worldwide



FEDERATION COUNCIL

Sponsors of the 2020

Corowa Swim-In & Military Vehicle Gathering

KVE wishes to thank the Federation Council for their generous support of the event.



COROWA
RSL CLUB

Corowa RSL Club Ltd
PO Box 356 Corowa 2646

enquiries@corowarsl.com.au
www.corowarsl.com.au

KVE gives special thanks to
Corowa RSL Club for their
welcomed support of the
2020 Annual Corowa Swim-In

T 02 6030 5000
F 02 6030 5060
abn 28 001 066 628
acn 001 066 628



KVE Inc

Khaki Vehicle Enthusiasts Incorporated
Entry forms can be sent to the
following address:
Jan Thompson-Creamer
9/1 Millett Rd, Mosman, NSW, 2088
Phone: 0412 078 096
E-mail: kveinc@optusnet.com.au

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

See you at Corowa in March 2022

KVE Membership application form

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KHAKI VEHICLE ENTHUSIASTS INC.
 Unit 9/1 Millett Road, MOSMAN, NSW 2088
 Mobile: 0412 078 096
 Email: kveinc@optusnet.com.au Website: corowaswim-in.org
 Reg. No. INC9884485 (Incorporated under the Associations Incorporation Act 1984)

Khaki Vehicle Enthusiasts Inc. is an organisation, set up to run the **Annual GPA Swim-In & Military Vehicle Gathering at Corowa NSW**. Membership is available for those who wish to participate in the planning and running of the event and be able to vote on any matters arising at the General Meetings. What we expect is that you contribute some of your time and skills to carry out duties in association with the event, either during the year or at the event.

MEMBERSHIP APPLICATION FORM

FULL NAME OF APPLICANT		
RESIDENTIAL ADDRESS		
MAILING ADDRESS (if different from residential address)		
TOWN/CITY	STATE	POSTCODE
CONTACT TELEPHONE NO. (HOME)	(WORK)	
EMAIL ADDRESS:	(MOB.)	

..... hereby apply to become a member of KVE Inc.

(occupation)

As a KVE member, I agree to be bound by the *Constitution* and *Rules* of the organisation.

KVE Membership Fee \$30 per year

Family Membership Fee \$45 per year

Amount Paid

Signature of applicant

Date

Nominated by

Seconded by

Join now and membership due for renewal on 28th Feb. 2022

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-Creamer, 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 enter your bank deposit reference, date and amount in box below:

Ref. No.	Date:	Amount \$
----------	-------	-----------

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 KVE members from time to time.
 Please indicate if you do not wish your details to be disclosed.

Richard Farrant

PRESIDENT

Jan Thompson-Creamer

SECRETARY

Harvey Black

VICE PRESIDENT



42nd Annual Corowa Swim-In & Military Vehicle Gathering

Monday 14th March to Sunday 20th March 2022

Held annually at Corowa, NSW

All types and makes of ex-military vehicles are encouraged to attend.

The themes are the '**Year of the Jeep**' and '**Year of the RAAF**'

ENTRY FORM

Entrant / Driver:

Name:			
Address:		State:	Postcode:
No. of extra Packs required at \$25 each:	Names of those, other than Entrant, requiring Packs:		
Home phone:	Work phone:		
Mobile:	Fax:		
Email address:			
Expected day of arrival:			
Member of the following clubs:			

Military vehicles entered: (Trailer details not required)

Year	Make	Model / Type	Registration/ Permit No.

Disclaimer & Declaration - Please Read & Sign

Disclaimer

All members, entrants, participants, drivers, riders, passengers, volunteers, members of the public, groups, organisations, businesses, spectators, or others ("Event Participants") who may enter and/ or participate in both organized activities controlled by KVE Incorporated (KVE), and other unregulated, ad-hoc activities during the Corowa Swim-In event period, do so solely at their own risk. KVE takes appropriate steps to manage risks for the activities it controls. KVE provides guidance to Event Participants on the need to exercise care, observe relevant regulations and ensure the safety of all Event Participants. KVE does not monitor all ad-hoc activities that occur during the duration of the event including amphibious operations on the water. KVE, its members, officers, volunteers, Federation Council, sponsors, agents, organisers, promoters, suppliers and their employees accept no responsibility for any loss damage or injury suffered by an Event Participant or other party howsoever arising from negligence, contractual breach, act or omission.

Entrant's Declaration 1. (COVID-19 Safety Requirements – ALL Entrants to sign and date)

In signing this declaration, I acknowledge that health risks may exist with regard to COVID-19 and that I have used my own inquiries and discretion in deciding to attend. Further, I confirm that I understand the event/s I attend may be subject to COVID-19 Safety Plans. I acknowledge that it is my responsibility to ensure compliance with such Safety Plans by myself and my guests, and to follow the reasonable directions of the KVE Inc. and/or other appointed safety Marshals.

Entrant's Signature:	Date:
----------------------	-------

Please read and complete page 2 of this form >

Entrant's Declaration (Amphibious Vehicle Entrants to complete both sections below)

In signing this declaration, I acknowledge that I have read, understood and accept the above Disclaimer, the Rules and Conditions of Entry. I certify that the vehicle entered complies with all relevant State/Territory regulations, the KVE Rules, has appropriate insurance cover and is roadworthy and safe to operate. Unregistered vehicles must have a NSW "Permit to Move". As applicable, all Firearms brought to the event must meet NSW Firearms Legislation. I agree to be bound by these requirements and by all NSW and Victorian roads, maritime, traffic management Laws and Regulations. I agree to show due courtesy and act responsibly toward all users of the roads and waterways during the Corowa event and in travelling to and from the event.

Entrant's Signature:

Date:

Amphibious Vehicle Declaration

As applicable, all Amphibious vehicles that enter the water must comply with NSW Boating Regulations including registration as a vessel and appropriate safety equipment and the recommended 3rd Party and Comprehensive insurance. Whilst insurance is not compulsory, we strongly recommend that owners arrange suitable cover.

Please tick boxes below, as applicable:

1. Will you use the Amphibious vehicle on Land only?	YES	NO
2. Do you have a State Boat Registration that is recognised in NSW?	YES	NO

(Note: Amphibious vehicles that do not comply with these requirements may still be entered if they are used for land based activities only. If the amphibious vehicle is to be used as a vessel and does not comply with these requirements, it cannot be entered in the Corowa event due to the potential risk to the owner, KVE, its members, officers and participants. Owners who cannot comply with these requirements, who wish to swim their amphibians do so at their own risk. KVE, its members or officers accept no liability for any loss, damage or claim howsoever arising as a result of this activity.)

Amphibious Vehicle Entrant's Signature:

Date:

2022 COROWA SWIM-IN Year of the Jeep & RAAF PLATES - \$30 each

Tick box if you wish to purchase a plate and enter amount paid for plates :

 Qty: \$

Closing Date for Plates orders is 1st Feb. 2022

ENTRY FORMS TO ARRIVE BY 28th FEBRUARY 2022

Entry Fee is \$25 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-Creamer, 9/1 Millett Rd, Mosman, NSW, 2088 or

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 \$:

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.

V1/31-10-2020