



KVE News

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

Edition 13

October 2012



KVE Congratulates

John Belfield

on being awarded

**The
2012 Bart Vanderveen
Challenge Shield**

Read about it on Page 14

COROWA SWIM-IN 2013

IMPORTANT INFORMATION

**For those wishing to camp at the Showground,
could you please read and respond to Neville Smith
as soon as possible.**

[For full details turn to Page 6](#)

**The 34th Annual Corowa Swim-in
& Military Vehicle Gathering
Year of the Trailed Equipment and Armoured Vehicle**

Monday 11th to Sunday 17th March 2013





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Email: ayefve@btinternet.com Skype: richard.farrant3

Accommodation contact details

Ball Park Caravan Park, Bridge Road Corowa 2646 (more powered sites are now available)
Ph (02) 6033 1426 Sonia & Andrew Palmer

Corowa Showground & Racecourse, Orford Street, Corowa South 2646

Contact Neville Smith 0429 350 569 kveinc@optusnet.com.au

Accommodation in Corowa can be difficult to find unless you are camping at Ball Park Caravan Park or the Corowa Showground. An accommodation list is on page 13. If you require other accommodation please contact the Corowa Tourist Information Centre on 1800 814 054 or via email corinfo@dragnet.com.au they will be able to assist in organising your booking.

President's Report

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Welcome to this KVE Inc Newsletter No.13

The planning for Corowa 2013 is well underway. There is a permanent change in venue after last year's wet revision of places to actually hold our event. The weather started the ball rolling with a very wet lead up to last March and as a result the Airport was deemed unusable by the Corowa Shire. We moved to the Showgrounds as a temporary emergency venue. Well, the Showgrounds turned out to be really good for the swap meet, if a little tight for the display. We are going again to the Showgrounds this time. This is a good move as there is limited camping available, plenty of room for the swap. My thanks to Neville Smith for all the hard work he is putting in to make sure that the Corowa Swim-In goes along well.

The year of the Trailed Equipment and Armoured Vehicle will see some very unusual items. Almost every military vehicle has a hitch on the rear, thousands of different trailers were and are being used behind those vehicles. There are far too many different types of trailers out there to mention them all. Wiles cookers, fuel trailers, water bowsers, dental and x-ray units, jeep trailers, trailers to carry tanks, the list goes on and on. So we should see a great number of interesting items that we do not usually see at Corowa. Do you have that elusive unusual trailer at home? Then please get it out and share it with us all.

The Armour display always brings out new and unusual vehicles, some with tracks and some without. I know that there are a few Bren Gun Carriers being restored and will be there next year. Colin Jones in SA is busy working on a couple and Ewan McDonald hopes to get his to Corowa also. AAVA always put on a good display with their rare and unusual armoured vehicles and we hope that they will also attend.

Our congratulations go to John Belfield for winning the 'After the Battle' Bart Vanderveen Award. The Bart Vanderveen Challenge Shield is awarded annually to the individual, chosen by nominations, who has contributed most to the military vehicle preservation movement (full report on Page 14). Last November, John Belfield celebrated his 80th birthday. We all have a lot to thank John for. He is still out there restoring and always brings something very interesting to Corowa. Thank you John.

Well, congratulations once again to Richard Farrant in England for this KVE Newsletter. He does a great job, thanks to the internet and Skype.

So get out the spanners and paint brushes and we will see you in less than 6 months at Corowa with your trailers in tow.

Rick, President KVE

Vice-President's Report

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Our new Vice-President is Neville Smith, who lives near Corowa.

Here is his first report :

I have been doing a lot of groundwork around Corowa and here is a brief rundown on what has been done so far in preparation for the 2013 Swim-In.

Meetings have been had with the charming lady at the Shire Council, Kendall Reid along with her colleague David Warner with good results. Also met John Babbs regarding booking the conference centre at the Shire Civic Centre for a film show and Guest Speaker on Thursday and Friday respectively. Luckily I have a good mate by the name of Graham Hall who is a trust member of the Showground and is making it all happen down there and have also talked Graham into joining KVE so he is extra keen.

Also I am organising the Wednesday trip to Barnawartha Primary School then to Chiltern Motor Museum where we will have a BBQ lunch. Then on to Chiltern, Mt. Pilot and back to Rutherglen park for afternoon smoko. There is a Leopard tank and artillery on display there.

On Thursday a visit to Rutherglen Primary School in the morning followed by a visit to William Petzke's monstrous "toy shed", located just out of town.

If you want anything done, I will try my hardest to make it happen !

Big Nev



Editorial

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Hi all,

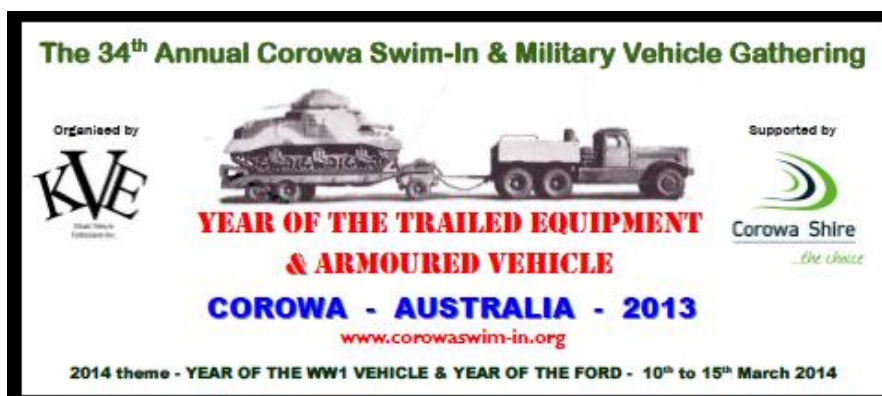
Here we are again, about midway between Swim-In's. It has been a busy year in the editorial office with two extra issues of KVE News to get out. One was the special which came in the participant pack, if you registered for the 2012 event. The other was a real special edition which the Committee asked for to promote the Corowa Swim-In to encourage overseas visitors. This was given out to interested people at the War & Peace Show in England. Many visitors come to that show from across the globe so it has the potential to spread the word far and wide.

No shortage of articles for this issue, many thanks to those that sent them in. Mike Cecil has written an article especially to suit the theme for next year, the history of the Wiles Cooker trailers. Cameron Reed's Blitz article is a fascinating read showing the efforts he made just to get to Corowa, well done on getting the award. If anyone has something they would like to submit for the January issue please send it to Jan as soon as possible.

Ironical that wet weather caused a bit of disruption to Corowa this year because our show season in England in the following months was spoilt by rain as well, some events cancelled while others struggled on. Anyone who went to War & Peace will know what I mean. Let us hope for better weather on both sides of the World for the 2013 events.

There is a lot of organising going on at the present time regarding the 2013 Swim-In and to ensure all the latest news goes out in this issue, you may receive it slightly later than usual, so we make our apologies, but you will realise it will have been worth the wait. Finally, I hear that a few readers think my use of punctuations are not correct. I can reassure you that I was taught English in the Mother country and apparently, there is the difference!

All the best, *Richard Farrant*





IMPORTANT NOTICE FOR PARTICIPANTS

For those of you coming to Corowa with armour, vehicles and transporters, we have camping available at Corowa Showground.

KVE have definitely secured camping from Thursday 14th to Sunday 17th March, however we have been given approval by the Trust that manages these facilities that if needed, we can book from Monday 11th to Monday 18th March.

The reason for this is that KVE will be charged \$200 per day. As can be seen, to make it viable we need to know straight away as to how many of you are interested in using the site from Monday or anytime onwards.

PLEASE TAKE NOTE OF THE FOLLOWING

- **The camping fee per person, per day will be \$10 each.**
- **There are showers and toilets on site.**
- **You will have to make sure you remove your own rubbish.**
- **You will have to abide by any rules and regulations set by the Trust.**
- **The Rotary Club may be able to organise meals on a couple of days during the week, subject to prior demand.**
- **No dogs are permitted at this facility, see advertisement in this newsletter for local kennels.**
- **Double the amount of undercover area is now available for the swapmeet.**

Please contact Neville as soon as possible:

Neville Smith (KVE Vice President) on 0429 350 569

kveinc@optusnet.com.au

Please let Neville know what days you expect to be at the Showground and how many persons coming with your entry.

As you can see, the only way to plan this is to know how many people would like to use the site and when they will arrive.

Prompt responses to using the facilities will give us a good estimate of how viable it would be to hire the site from Monday onwards, or whether to do it from Thursday onwards.

Bindaree Motel and Caravan Park are also able to offer reasonably priced camping.

KVE is a volunteer group and many of our Committee members have been working hard in the last few months to make this next event a good one, but one thing is lacking, that is knowing how many participants and vehicles are going to enter and what their needs are, so please help us to help you.

The Showground was first used last year for Saturday's activities, and the overwhelming response to the venue was excellent, so please give it a go.

ENTRY FORM IS ON THE BACK PAGE OF THIS NEWSLETTER.

Thank you, from the KVE Committee

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Secretary's / Public Relations Report

We need to remind enthusiasts that each year we have a theme but you are always welcome to attend with any ex-military vehicle you own or come along in your modern vehicle to be a part of the gathering.

KVE preparations for the Swim-In: March 2013:

In July we had a KVE AGM and a General Meeting at Corowa. A number of KVE Inc members turned up and we can now release our Program of Events. Negotiations have taken place and we have been given approval to use the Corowa Showground and Racecourse for camping, swap meet and vehicle line-up.

IMPORTANT NOTICE FOR PARTICIPANTS

For those of you coming to Corowa with armour, vehicles and transporters, we have camping available at Corowa Showground and Racecourse. KVE have definitely secured camping from Thursday 14th March to Sunday 17th March, however we have been given approval by the Trust that manages these facilities that if needed, we can book from Monday 11th to Monday 18th March. The reason for this is that KVE will be charged \$200 per day. As you can see, to make it viable we need to know straight away as to how many of you are interested in using the site from Monday or anytime onwards.

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- No dogs are permitted at this facility, see advertisement in this newsletter for local kennels.
- There is double the undercover area available for the swap meet, since the March 2012 event.

Please contact as soon as possible:

Neville Smith (KVE Vice President) on 0429 350 569 kveinc@optusnet.com.au

Please let Neville know what days you expect to be at the Showground and how many persons coming with your entry, or if you have any questions on this matter.

As you can see, the only way to plan this is to know how many people would like to use the site and when they will arrive. Prompt responses to using the facilities will give us a good estimate of how viable it would be to hire the site from Monday onwards, or whether to do it from Thursday onwards.

Bindaree Motel and Caravan Park are also able to offer reasonably priced camping.

Entry Form for 2013:

If you haven't returned your Entry Form for 2013 please do so ASAP so it gives the organisers an indication of the numbers and types of vehicles along with the number of participants we are to expect. It only costs \$15 per vehicle to enter and if you preregister by 28th February you will receive a participant pack upon arrival in Corowa. We have applied again for a Tourism Grant and last year we were able to provide pre-registered participants with a cap, coffee mug, stickers and a special Swim-In information book. Last year we were given vouchers from local businesses so make sure you look at the information in your pack when you receive it as there could be important information on the event, Voting Form, vouchers and mementoes included in your pack.

Secretary / Public Relations Report - cont'd

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**KVE Site Office**

Robert Pearce will be organising the Site Office roster for 2013. We are looking for people who may be interested in helping out. It is a good opportunity to meet some of the participants from far and wide. KVE would like to give thanks to those people who assisted last year. At this stage the office will be open at the following times:

Monday 11th March: 9-11am and 3-6pm

Tuesday 12th March: 9-11am and 3-6pm

Wed 13th March: 8.30-11am and 3-6pm

Thur 14th March: 8.30-11am and 3-6pm

Fri 15th March: 8.30-11am and 3-6pm

Sat 16th March: from 7.30-8.45am: People who have arrived overnight or just for the parade should go straight to Bangerang Park. You will be able to get your package if you have pre-registered or receive your vehicle number. Site office at the Showgrounds will open at 8.30 to 12.30pm. Voting forms can be submitted up until 12 midday at the Showgrounds Site Office.

To put your name down for a time, contact Robert on Email: hrpearce123@bigpond.com or phone: 02 69465101.

At the Site Office you are welcome to have a look at various boards and put advertisements up on the following boards:

- a) For Sale and Wanted advertisements: there will be a board for you to put advertisements on.
- b) Coming Events: If you want to advertise any future events you will be participating in then feel free to put a notice on the Coming Events board.
- c) Your contact details if you are looking to meet other participants.

A whiteboard at the front of the Site Office will advise of 'Today's and Tomorrow's Activities'. Please check this daily in case of time changes.

Articles on past Corowa Events: Please give to Jan if you have any of these. There are a number of notice boards which have copies of articles from past Corowa events. Take a look when you have spare time as you might appear in one of more of these articles.

Coffee & Tea: you are welcome to make yourselves a free coffee or tea.

Vehicle Numbers:

Upon arrival at Corowa you need to go down to Ball Park Caravan Park and register your vehicle and/or trailed equipment. Vehicle numbers will only be given to people with an ex-military vehicle and due to the large numbers of vehicles we are expecting, this makes it easier for us to provide a tally of the types and numbers of vehicles at our event. The number must be placed either on the front window or bumper bar of your vehicle. This makes it easier for the organisers to determine if your vehicle has been entered. For those bringing along trailed equipment there will be a different coloured tag.

Daily Newspaper:

Our KVE member Brian Healey will be producing a daily newspaper from Tuesday to Saturday. It will be called Daily Dispatches. Make sure you collect your copy each morning from the KVE Site Office at Ball Park.

Secretary / Public Relations Report - cont'd

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VOTING FORM:

Please put this form in the **Suggestion Box** by 12 midday on **Saturday 16th March**. At 1200hrs this box will be cleared and any forms received after this will not be included. We need time to count and organize the results for the presentations on **Saturday night**.

Awards:

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

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

Name:

Reason why:

Hard Luck award:

Name:

Reason why:

Breakdown Award:

Name:

Reason why:

Longest distance driven in a military vehicle:

Name:

Number of Kilometers driven:

Encouragement Award:

Name:

Reason why:

People's Favorite Choice: For your favorite vehicle attending this year.

Vehicle rally number:

Type of Vehicle:

Suggestions for a Theme for 2017

Suggestions for places to visit in 2014

Accommodation at Ball Park Caravan Park:

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

Contact Sonia & Andrew Palmer on (02) 60331426

Accommodation at Corowa Showground & Racecourse:

For those with who wish to camp at the Corowa Showground & Racecourse, please contact **Neville Smith on 0429 350 569**, as soon as possible, in order that we can assess demand, as explained elsewhere in the newsletter. There are showers and toilets available. For swap-meet stallholders, there is double the amount of undercover space available since the last event held there. We plan to hire this site from Thurs 14th March, but if a large enough demand is shown we will change this to Mon 11th March as a start date. For further details, please read the Important Information page preceding the Secretary's Report. All questions to Neville, please.

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.

Contributions to our KVE Newsletter

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

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**Program of Activities:**

Wednesday 13th March: Barnawartha Public School. Go up River Rd, visit the Chiltern Motor Museum, we could hold a BBQ lunch. Look at the shops in Chiltern. In the park at Rutherglen there is a Leopard and artillery.

Thursday 14th March: local visit to Rutherglen Primary School in the morning and see the Tractor man William Petzke with approx. 100 tractors in the afternoon.

Thursday night film night: We propose to hold a film night at the Civic Centre.

Friday 15th March: Beechworth visit the gaol, visit the shops, gorge, Chinese Cemetery. For 15 people or more there is a reduced rate. Depart at 9am

Friday night - Parade Briefing & Guest speaker: At 7.30pm there will be a Parade Briefing prior to Tim's talk. In the evening Tim Vibert will be our guest speaker at the Civic Centre.

Saturday 16th March: Vehicles will line up at Bangerang Park from 7.30am and participate in the drive to the Corowa Showground and Racecourse where there will be a photo shoot and swap meet.

Saturday night -Auction and Presentations:

7.30pm sharp - an auction and presentations.

Sunday 17th March: KVE will have a General Meeting, 10am, at Ball Park Caravan Park. In the evening there will be a meal at one of the local hotels.

Auction on Saturday 16th March:

If you have any items for the auction please leave at the site office. KVE appreciates all donations which go towards the running of this event and this keeps the entry costs low for participants.

Themes for 2014, 2015 & 2016:

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

In 2015 the theme will be Year of the Emergency Vehicle and Year of the General Motors.

In 2016 the theme will be Year of the Tank and Chrysler (2)

Participants attending in 2013 will be able to suggest a theme for 2017.

For Further Information:

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

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. We will be having a meeting at Ball Park Caravan Park, Corowa at 10.00am on Sunday 17th March so you are welcome to attend. By joining KVE you will be given more of a chance to make suggestions for how the event is run in the future.

Until next time,

Jan Thompson - Secretary

Location map of Ball Park and Showground in Corowa

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Ball Park Caravan Park



Corowa Showground and Racecourse



Guest Speaker on Friday 15th March 2013

Our Guest Speaker for 2013 will be

Tim Vibert

at

**Corowa Civic Centre, Bangerang Park
(the old Bowling Club building)**

**The Drivers Meeting for Saturday parade will commence
at 7.30 pm, then followed by our Guest Speaker.**

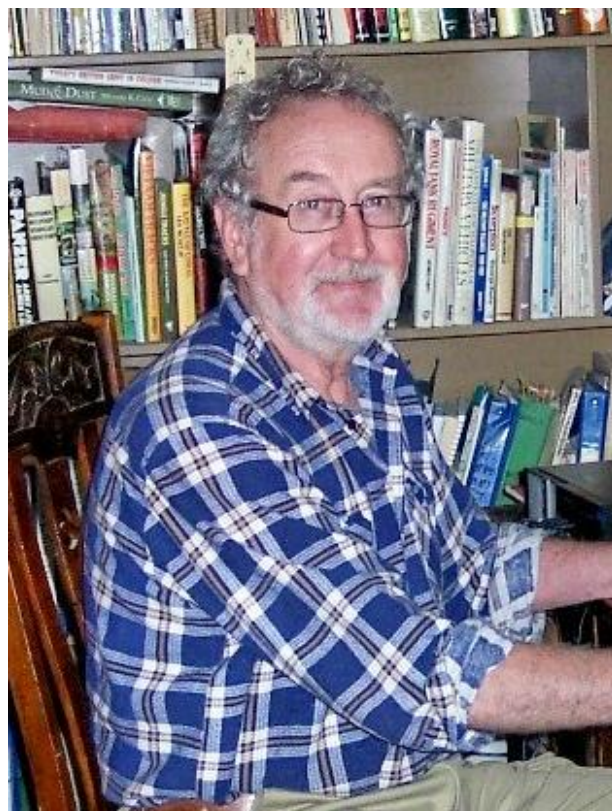
PLEASE MAKE SURE YOU ATTEND

Tim Vibert - A very brief biography:

Tim's involvement with military vehicles started when he met Colin Anderson with his Bren Gun Carrier at the Shepparton Show in 1973. This grabbed his interest and he was soon searching and locating old vehicles to restore. He became a member of the VMVC and helped organize the first Corowa meeting.

The story continues through buying the Centurion tanks and spares from the Australian Army and much more.

Tim's full story will be in the January issue of KVE News, as space is tight for this issue, with important information on the 2013 Corowa Swim-In and the use of the Showground.



Accommodation Options in Corowa area

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For further information, please contact the Corowa Visitor Information Centre on Freecall: 1800 814 054. They are there to help you and are willing to search and book for you..... or you can go online and do it at www.visitcorowashire.com.au

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

Hotels

The Royal Hotel	95 Sanger Street	Corowa	02 6033 3760
Hotel Australia	Sanger Street	Corowa	02 6033 1052



John Belfield

Awarded with Bart Vanderveen Challenge Shield for 2012

John was presented with the award, in the arena at the War & Peace Show, Beltring, England, by Winston Ramsey and his wife, Gail. John is now amongst a list of well known names from the historic military vehicle movement who have received the annual award, and the first Australian, well done !

The following is the citation read out before presentation of the plaque:



"Bart Vanderveen was acknowledged as the world's leading authority on wheeled and tracked military vehicles. He was indeed a walking bible on the subject and I had the privilege of publishing his magazine *Wheels & Tracks* for nearly 20 years. When he died in 2001, I instituted the Bart Vanderveen Award in his memory and this year it gives me tremendous pleasure to have received the nomination for someone who has richly deserved acknowledgement for a lifetime spent collecting military vehicles . . . but 10,000 miles from here! John Belfield hails from Victoria, Australia, so I thought it would be fitting on this occasion for John to be introduced by a fellow Australian from the same state - my wife Gail. In November 2011, John Belfield celebrated his 80th birthday but his passion for collecting and restoring military vehicles began at the age of six when his mother gave him a toy tank. Then, when a couple of years later he was given a ride in an army Bren Gun Carrier, it was all over and his lifelong passion for military vehicles had begun. John served in the Australian Army from the 1960s to the late 1980s as a recovery expert, and during the following years in the army reserve. He scoured farms, scrap-yards and army sites across the country searching for abandoned relics for restoration and preservation. Then, with the support of his wife Pat, in 1993 he opened the Melbourne Tank Museum on a 20-acre site at Narre Warren. John painstakingly restored each of the museum exhibits to create Australia's largest private army museum. The collection comprised over 50 restored vehicles and 20 artillery pieces together with a range of military memorabilia. Included were a Centurion Armoured Recovery Vehicle; an M113A1 Fire Support vehicle as used in Vietnam; a Japanese Type 95 tank; a Churchill Mk 7; a Matilda, a Grant and a Stuart; a LVT 4; an AC1 and AC3 Sentinel -- the only place where both could be seen side-by-side; an M2 White half-track,



Cover Story - cont'd

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Australian Dingo and Rover; a Lynx, Staghound, Ferret, Saracen, Saladin, etc etc. Although the museum as such had to close in 2006, John has continued his hobby of collecting and restoring and made his first visit to the War and Peace show last year. We are very pleased to be able to reward his dedication over so many years and only sorry that he did not pay for excess baggage and bring his latest acquisition with him: a Kaiser Prime Mover with Steco trailer complete with his LVT4 Buffalo on board!"

Congratulations to you John on your award.

Footnote:

John, those of us who sent in nominations will be in the bar at Corowa next March, you had better turn up, else we will all be thirsty !!!

Report by our UK Correspondant

Acknowledgements to "After The Battle" for the use of the citation.

A Trailer that will not be at Corowa next year



The picture on the left is a WW2 British Electrical Repair trailer, one of the airborne lightweight "family". The role was to maintain small generators and charging sets that would be used in airborne operations. Equipment mounted on the trailer was a bench grinder, an engine valve refacing machine, work lamp, with other items stowed, such as a valve seat grinder, a still (for producing distilled water for battery top up), a vice, two portable benches, etc. Not all of these items were with the trailer as seen here. It had belonged to a friend who recently passed away and I had been asked to find a home for it. A casual men-

tion on a military vehicle forum brought interest from several people, but the first one was a Jeep owner, who I knew might be interested as he had restored another rare airborne lightweight trailer, a water tanker. When John, the Jeep owner came to look at the trailer, I lifted the box containing the still out of the body and opened it up. To my amazement, it was totally unused, and had its tools and instruction book still inside, the book proclaiming it to be an Admiralty Pattern and dated 1944. It had an output of one gallon of distilled water per hour. John bought the trailer and set out to restore it. The trailer was fully stripped down, blasted and rebuilt. The photo on the right shows it on display at War & Peace Show in England this year, along with all the missing electrical test and repair equipment that has been located, to go with it.

A remarkable job with attention to detail.



Article by Richard Farrant



Grub's Up! The Australian Cooker Trailer

By Mike Cecil, Colbert, WA, USA

Email: mike@krystiimelaine.com

Author's Preface

There is no doubting the significance of the steam cooker – both mobile and stationary - to Australian military catering. But its development, production and subsequent use by Australian and Allied military authorities is extremely complex, perhaps far more so than would be expected. This article is therefore just a 'snap-shot' of the 'goings-on' that comprise the complete story. It has been researched from the surviving official documents, with only passing reference to secondary sources. In a number of instances, this article challenges the popularly-held beliefs about the history of the Australian steam cooker trailer.

At the beginning of the Second World War, the Australian Army was mainly equipped with two portable cooking devices for larger scale catering - the Sawyer and Fowler ovens. Both relied on timber for fuel and had to be assembled and fired before a meal could be produced. The Australian Imperial Force (AIF) units, upon arrival in the Middle East, were equipped with British-supplied stoves fired with petrol. These were, like the cookers in use in Australia, only semi-mobile and more importantly, wasteful of a precious fuel resource. While all these cookers may have been satisfactory for semi-static warfare such as that of the First World War, the Second World War was already promising to be one of mobility.

The early part of the war saw several enthusiastic inventors putting forward ideas and proposals for mobile field kitchens. The Wiles brothers, owners of the Wiles Chromium and Electroplating Company Limited of Waymouth Street, Adelaide, South Australia, offered their prototype design to the military authorities soon after the outbreak of the war. First patented by them in 1939, the Wiles system combined conventional wood-fired ovens and a hot plate with a separately fired boiler producing a constant supply of hot water and steam. The steam was channelled through hoses to steaming pots in which all types of food could be cooked, from vegetables to stews, porridges and soups. Roasting, bread and biscuit making was handled in the oven, and the hot plate used for frying. The fully integrated unit was mounted on a four-wheel trailer that included preparation benches and storage for food, water and fuel. The significant advantage was said to be that cooking could be undertaken while on the move at normal convoy speed over reasonable roads. This resulted in minimal delay in providing hot food and drinks in quantity once a convoy stopped, no matter where.

The prototype – cooker number 1 - was completed in late 1939 and submitted to the Army in South Australia for testing. By later standards, it was a very rudimentary design – basically the Wiles composite steam cooker placed centrally on a four wheel platform trailer, with a post in each corner to support a light sheet steel roof. Users provided considerable feedback and assistance to the inventors, resulting in significant changes and improvements in subsequent models. While considered a practical concept, there was a long way to go before its acceptance by the Army as standard equipment.

In the meantime, and at the behest of the Army, Wiles designed and manufactured a stationary version of their steam cooker for installation in static camp cook houses. The initial design was a double oven unit, followed later by a smaller single oven unit. By the latter part of 1940, the Wiles stationary units were being installed in the cook houses of new and refurbished barracks and static camps throughout Australia. The Royal Air Force also became interested, purchasing 25 for use in 'overseas stations' - reportedly Malaya and Singapore.

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The mobile cooker had also gained some acceptance during the year. Army purchased five during 1940 - one in July, followed by three in September under Contracts Board Order Number J302 and the one in November. All were equipped with 16-inch wheels and tyres. The last was a direct purchase by the citizens of Echunga, South Australia, for presentation to the Army, and was the first of several mobile cookers provided to the Army by citizens' groups and charitable organisations. These first five mobile cookers were delivered to Keswick Barracks in Adelaide. Four were quickly despatched to Darwin, where they were apparently issued to the Darwin Overland Maintenance Force (DOMF), then heavily engaged in managing and supporting the construction of the arterial road northwards from Alice Springs. An internal memorandum from the Master-General of the Ordnance dated 19 November 1940 recorded that *'these mobile cooking units have proved [of] inestimable benefit on the Darwin Overland Road Project...'*².

Army were by then convinced of the value of the mobile cooker. By mid November 1940, a recommendation had been made to purchase 25 for issue throughout Australia³. Contract Demand E1975 was subsequently raised, but its authorisation by the Board of Business Administration was beset by several administrative and financial concerns. The Board questioned the purchase on the basis that considerable expenditure had already been incurred for other types of cooking equipment, large quantities of which were held in store or pending delivery. They inquired to what extent this equipment would be rendered obsolete by purchasing the Wiles mobile cooker. In addition, the initial Wiles royalty proposal, dated 17 January 1941, raised a few eyebrows – the Board of Business Administration labelling it as *'appears grossly excessive'*⁴. Within days, Wiles proposed a revised schedule at a significantly lower royalty rate, but by that stage, the authorities had determined to have the validity of the patents examined in detail. Also holding up the issue of the order was the finalisation of ordnance specification MGO71: 'Manufacture, Supply and Delivery of Mobile Cooking Equipment' – the Director of Mechanisation sending it back for further amendment as late as March 1941. All these matters took time to resolve. By 15 April, 1941, with a decision yet to be reached by the Board, Contract Demand E1975 was suspended⁵.

Purchases of Wiles mobile cookers, however, continued. The seventh unit – purchased by the citizens of Woorayl Shire, in Victoria, and presented to the Army in March 1941 - was significant in that it was the first to be equipped with the Army's standard 7.50 x 18-inch wheel assemblies. A further four mobile cookers were built with 16-inch wheels before production standardised on the 7.50 x 18 inch wheel assembly. These four cookers, purchased under Contract Demand E2159 and delivered in late April 1941, were an urgent requirement of the DOMF.



Wiles Cooker number 7, presented to the Army by the citizens of Woorayl Shire, South Gippsland, Victoria, in March 1941. Note the rounded wheel arches, protruding platform at the front, and that the whole rear half of the roof slides, rather than a sliding hatch as in later models. No.7 was significant in being the first to be fitted with the Army's standardised 7.50x18 tyre and wheel assemblies.

(AWM 006357 – Copyright expired)

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The increasing number of Wiles cookers in use with the Army resulted in a several highly favourable official reports about their robustness and efficiency. With equally favourable reports appearing in newspapers, it is perhaps not surprising that the next four mobile cookers to be supplied to Army were from charitable organisations, anxious to 'do their bit' for the war effort. They were eagerly accepted, but having been purchased direct from Wiles, they were not initially recorded under any government accounting process.

With orders mounting, the company moved to larger premises in Manchester Street, Mile End, South Australia. It is this address, along with a later change of name to the Wiles Manufacturing Company Limited, that is most often associated with the Army's steam cookers. The property was much more spacious than their previous one, thus providing the opportunity to expand the work force and increase output.

The government impasse concerning larger-scale purchases dragged on through much of 1941. Army were anxious to purchase, but getting expenditure approval was proving to be something of a nightmare. The Business Board of Administration were still concerned about the proposed purchase on two major grounds: that it appeared a patented article was being adopted, and that endorsement had already been given for the Australian Military Forces (including the AIF) to acquire and use British War Office standard equipment (which the Wiles was not). Finally, in September 1941, the whole matter was referred to the War Cabinet for consideration, under War Cabinet Agendum Item 288/1941: 'Modernisation of Army Cooking Equipment by Provision of Mobile Steam Kitchens (Wiles Principle) for Australian Military Forces'. The agendum item was submitted by Percy Spender, then Minister for the Army, and recommended purchase in two stages: an order for 25 mobile units to be purchased direct from Wiles without delay, and a further 275 mobile units to be put out to general tender. Cabinet endorsed both recommendations on 3 September, and Contract Demand E7126 for the 25 mobile cookers was issued on 23 October 1941 ⁶.



*Cooker Number 17, an early production Wiles Cooker in use with 119 Australian General Hospital at Adelaide River, Northern Territory, in October 1942. This one was manufactured under Contract Demand E7126 issued on 23 October 1941. Note the rounded wheel arches and platform at the front. This is fitted with a fixed roof with a sliding hatch.
(AWM 027200 – copyright expired)*

Wiles were soon hard at work on this order, but almost immediately struck problems in securing steel and in the supply of items from their sub-contractors. This was exacerbated in December when Japan entered the war. In order to expedite delivery, government departments released quantities of materials, such as steel angle, channel and sheet, canvas, and roller bearings, much of it received in Australia as 'refugee cargo' from shipping diverted to Australia in the face of the Japanese onslaught. Specifications were also altered to allow the use of alternative steel sizes and components. The first of this contract were delivered to Army in early January 1942, and the last in late April. They were visibly different in detail to those produced later. They had rounded wheel arches and an extended platform at the front to support the spare wheel, while later production mobile cookers had square wheel arches and no front platform, the spare wheel being mounted in a special carrier bolted on the front panel.

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Left: A production 4-wheel Wiles Cooker outside the radio station 2GB in Sydney during the Second World War. Camouflage is probably a base coat of Khaki Green No.3 with Light Earth as the disruptive colour. (AWM 069707- copyright expired).

During this period, along with a further increase in the demand for Wiles mobile cookers, a review was carried to determine how the rate of production could be increased. Some redesigning was carried out in an effort to reduce the use of strategic materials such as steel angle, channel and sheet, and to further simplify manufacture. It was also concluded that Wiles did not have the capacity to deliver the number of cookers that were then required at a rate acceptable to the Army, who were seeking delivery of 50 per week. As a result, Army approached the Department of Munitions in mid-March 1942 and requested that they exercise their war-time powers and take over production. This they promptly did: production in Adelaide would later be broken up between Wiles (cooking gear), Horwood-Bagshaw (chassis) and Waymouth Motor Company (bodywork and final assembly). It was apparently not the happiest of marriages, with a report to the Chief Inspector – Army in December 1942 stating that ‘Wiles Chromium took a poor view of the change in Adelaide. There did appear to be a very poor understanding between Wiles and Waymouth, with the result of very bad co-operation’ and ‘the set up in Adelaide is anything but happy’⁷. Ford Motor Company continued to supply the running gear, though a severe shortage of roller bearings and poor quality control of Ford’s components resulted in some serious disruptions to the completion of cookers.

The tendering process for the 275 mobile units had resulted in only one tender to supply complete units – from Wiles! The local contracts board then placed an order for 135 mobile units with Wiles on 10 April 1942. Also by this stage, the demands for mobile cookers had spread much further than the Army, with both the RAAF and United States Army Services of Supply (USASOS) requesting allocations. By the time Munitions took over the actual management of the project, the demand had risen to over 900 mobile units. A deal was struck, whereby the issue rate per seven units completed would be apportioned five to Army, one to RAAF and one to USASOS.

In mid-May 1942, in an effort to increase the rate of production, Munitions placed an order with Boyded Limited in New South Wales to produce 235 mobile steam cookers. One of the many complications that beset this firm was that none of the nomenclature plates could include the name ‘Wiles’. They eventually completed their contract during 1943.

Munitions decided to contract Wiles to produce the balance – some 500 mobile units - and a contract was awarded to them on 6 June 1942. One of the units from the Army allocation was subsequently supplied to the Royal New Zealand Air Force (RNZAF) under order number MOS 335⁸. A small number were also sold directly to non-Australian government recipients, much to the consternation of the Ministry of Munitions, who took a dim view of materials supplied by the Commonwealth being used in this manner⁹.

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Production rates slowly increased, and the four wheeled mobile steam cooker –by then officially designated the ‘Trailers, 4-Wheel Cooker (Aust) No.1’ – saw widespread service with the Australian Army and RAAF. The mobile cookers were even used from time to time to supplement cooking arrangements aboard troop transports by lashing them to the deck. The Royal Australian Navy (RAN), however, had determined that the Wiles stationary cooker was *‘unsuitable for the type of cooking required for Naval personnel’* and had advised the Allied Works Council in May 1943 that the type was not to be installed in Naval establishments ¹⁰. Perhaps Naval enlistees had different digestive systems. Whatever the reason, no record has been located of a Wiles cooker – stationary or mobile - in RAN service.

The Wiles cooker was originally designed to use timber as fuel, and good quality firewood gave excellent results in Army tests. However timber was not always available in the areas of operation, so as early as late 1941, alternative fuels were under serious consideration. Indeed, two units from Contract Demand E7126 were to be equipped with liquid fuel burners for urgent dispatch to the 8th Division in Malaya (where a wood-fuelled Wiles was already said to be doing excellent service). The Japanese intervened before the cookers were completed, however, precluding their delivery. Nevertheless, with the Army and RAAF operating in areas where timber supply was difficult, such as semi-desert and the tropics, the requirement for liquid fuel burners for Wiles cookers increased. Cookers were equipped with various types of burners capable of using fuel oil diluted with kerosene, diesel fuel or petrol using a ‘Burner Unit (Aust) Mk.2’. In most instances, the burners could be easily removed when good quality wood was available.

In late 1943, Army articulated a need for a lighter and more compact cooker for use in jungle warfare. Wiles set to work and designed a composite cooker that could be mounted on a two-wheel trailer, which was immediately dubbed the ‘Wiles Midget Cooker’. Army supplied the base trailer for the prototype in late January 1944. This was initially a stripped-down generator trailer, but when this proved unsatisfactory, a stripped GS trailer was substituted. The prototype was sent to Melbourne for trials in early March, but after testing, was rejected as unsuitable. Nevertheless, the type was subsequently supplied to the Royal Netherlands East Indies (Dutch) forces, and to the Victorian Country Roads Board. One post-war reference also indicates that these were supplied to the RAN, however, given the Navy’s attitude to the Wiles steam cooking method and the lack of any registration records, this seems unlikely.

Up to 30 June 1946, the Ministry of Munitions recorded that 2,225 Wiles-type cookers had been accepted under Australian government contracts. Of these, 1,296 were the four wheel mobile version – 1,061 by Wiles and 235 supplied by Boyded Ltd. The remainder were stationary versions ¹¹. At that time, Wiles were in protracted negotiations with the Commonwealth over their claim for both royalties on their patents, and a claim for ‘technical development’. There was a considerable difference between the Wiles claim and what the Commonwealth considered reasonable. The negotiations dragged on for some years before finally being resolved.

In February 1947, the Australian Army purchased a single Wiles Junior – the more developed version of the two-wheel Wiles Midget prototype first tested in 1944. It was supplied as a test example to aid in the development of the Army’s post-war light field cooker, then being designed by the Army Design Establishment, Department of Supply. The ‘Cooker, Steam, 2-wheel, Trailer Mounted’ was finally tested in 1951, but proved to be a disappointment in terms of the likely cost of production – it used a number of expensive stainless steel and aluminium components – and overall weight ¹². The project was terminated, and the Army and RAAF purchased Wiles Junior cookers equipped with Australian standard 8-cwt GS trailer axles and wheels (that is, the Australian ‘jeep’ trailer) shortly afterwards.

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Problems were encountered with towing the Wiles Junior, and there were a number of accidents – mainly roll-overs - during the mid-1950s. Various modifications were made, including lengthening the draw bar and welding additional plates to strengthen the join between the drawbar and trailer frame.

The final purchases of Wiles cookers were made in the late 1950s. Army contracted for 48 two-wheeled and 30 four-wheeled, and the RAAF also acquired a smaller number of each version. The four-wheel version was fitted with 20-inch wheel assemblies and the running gear was manufactured by Freighters Ltd. In virtually all other respects, they were the same as the late war production cooker ¹³. The two-wheel version was fitted with the same 'jeep' type axles and wheels of the earlier 1950s pur-



*Left: A late 1950s production 4-wheel Wiles Cooker, finished in gloss Deep Bronze Green. The main difference was the running gear manufactured by Freighters, and fitted with 20-inch wheel assemblies.
(D McCallum)*

chase. Not long afterwards, a project was raised to convert these to Land Rover wheels and hubs, in accordance with the Army's requirement to standardise all first-line equipment. The project was quickly cancelled, as the Wiles Junior was not included in the list of first line equipment suitable for overseas deployment, the Army by then having purchased portable cooking equipment from the USA for this purpose.

In the early 1960s, the British Army, then developing their own light mobile field cooker, requested information from the Australian Army about the Wiles Junior. A complete late 1950s production cooker was provided from Australian Army stocks in 1962 ¹⁴. It joined a four-wheel Wiles that had been supplied for testing in 1944. Throughout the 1960s and 1970s, the Wiles two-wheel and four-wheel cookers continued in service with the Australian Army and the RAAF, albeit mainly within Australia. Certainly no evidence has emerged that either version was deployed to operational areas in Malaya, Borneo or Vietnam. However, units may have used them on aid project deployments in New Guinea and other locations in the Pacific. Various improvements were made to their operation, including the fitting of air brakes to the four-wheel version. Late in their service, a small number were converted to use compressed bottled gas supplied from two 100-pound upright bottles mounted in brackets attached to the outside of the front of the body. Changes were also made to interior and exterior lighting, including the provision of a number plate illumination lamp.

By the 1980s, the Wiles mobile cookers were considered antiquated. Certainly, the expectation that cooking staff would maintain fires, and handle sharp instruments and hot cooking equipment while on the move was completely unacceptable under the more enlightened health and safety rules. A modern, compact cooking trailer, the 'Kitchen, Field, Mobile', was purchased from Germany and the remaining Wiles were finally phased out of service in the mid-1980s.

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A two-wheel Wiles Junior of late 1950s production. They were not included in the list of items for operational deployment overseas, and so were not converted to use Land Rover wheels. No records have been located that suggest the Wiles Junior was ever deployed on Australian military operations overseas. (Army official)

There is no doubt that the steam cooker – both mobile and stationary- was a significant step forward in military catering. This had been recognised by Army authorities as early as late 1940, but various technical and administrative hurdles had to be jumped before the system was accepted as the ‘field standard’. Perhaps the submission to the War Cabinet in September 1941 best sums up the contribution made by the Wiles family: ‘Under Army guidance, Wiles developed the original idea to the present kitchen to suit Army requirements, putting time, thought, work and money into the development. Without the enterprise and cooperation of Wiles, the present perfected Mobile Kitchen would never have been produced’¹⁵.

1. B774: Appendix: Wiles Steam Cookers for the AMF: Supplementary Details of Proposal. Attached to War Cabinet Agendum Item 288/1941. Later, the United States Services of Supply also ordered a number – probably 100 – through the Ministry of Munitions for installation in static camps.

2. B789: Memorandum from Master General of the Ordnance to Finance Member via the Chief of the General Staff. 19 November 1940.

3. B789: as above.

4. B789: Memorandum E305/735/21: Acting Secretary, Board of Business Administration to Secretary, Department of the Army, 12 February 1941.

5. B789: Memorandum C34202: Deputy Director of Contracts, Dept of Supply and Shipping, to Director of Mechanization, Dept of the Army. 15 April 1941.

6. B451: Appendix A, Report IA214, from Army Inspector to Chief Inspector – Army, 23 December 1942.

7. B451: Report IA214, , from Army Inspector to Chief Inspector – Army, 23 December 1942.

8. Mobile unit number 64, with cooker number 441, still exists, and is under restoration in New Zealand. It is possibly the earliest surviving Wiles cooker.

9. B776: Report No.IA132, from Inspector of Administration to Assistant Secretary (Supplies), 17 October 1942.

10. B781: Internal Allied Works Council memorandum from Assistant Director General of Allied Works to Works Directors in All States, 14 May 1943.

11. B778: Memorandum 210/181/1256: from Secretary, Ministry of Munitions to Secretary, Department of the Army. 18 March 1948.

12. B518: ‘Cooker, Steam, 2-wheel, Trailer Mounted’: The specification, dated March 1948, was ‘to develop a mobile cooker suitable for all arms of service in the field’. Trials of the prototype were carried out at Lang Lang, Kilcunda and the School of Army Service Corps, Puckapunyal, during 1951.

13. The cooker and boiler numbering system was different to the earlier war-time production, using a contract production number combined with the year built, rather than a simple manufacturer’s sequential number.

14. B783: Letter BDLS/1303 from Colonel C G Stoner, Army Liaison Officer, British Defence Liaison Staff, to Australian Army Quartermaster (Co-ordination), Army Headquarters, Canberra, 31 May 1962. This Wiles Junior cooker survives and is now in the collection of the Imperial War Museum at Duxford.

15. B774: Appendix: Wiles Steam Cookers for the AMF: Supplementary Details of Proposal. Attached to War Cabinet Agendum Item 288/1941.

Authors Note: the ‘B’ prefix in the endnotes is the author’s file reference.

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Cameron Reed's Blitz Experience

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My interest in these trucks comes from back when I was about 6-7yrs old when I staying at my grandma's, probably a school holiday. While going through some books of my late grandfather's I came across a old manual for a funny looking truck. I love trucks but had never seen one like this, they sort of look sad, so I guess that is where the seed was planted. It was about three years ago that I purchased my first one, a chap's unfinished project. It was a bitsa, he told me he'd wrecked about six trucks to make up what he had, a Ford F15A. This truck started out as a F15 2 wheel drive, but had started to be retro fitted with F60S front diff and the heavy steering ends.

The reason I chose this truck was that he had already made a new roof and back. So I figured I had at least a good body to start with. Initially I thought that I might put the jeep on the back but realised pretty quick it would be way too short. So I started to look around for another donor chassis, deciding that the best would be the medium wheelbase (didn't think I'd get the long one into the backyard) so the hunt for a F60S or F30 was on. Amazing how quick you can get lured in by these things so the second purchase was made in the form of an ex-ambulance F30. Basically a rolling chassis and some remnants of the cab but the chassis was complete, un-butchered and in quite good shape. During the disassembly of this I made a lot of notes and photos as almost all of the original F15 came in boxes and tubs. Whilst removing the old piece of galvanised tin they used as a roof, I was sort of hacking away with grinder and crowbar. I flipped the sheet off to reveal the original canvas with cross protected for who knows how many years in almost perfect condition, funny the things you get satisfaction from. Now that the chassis was completely stripped I had a good inspection of everything and had to do a few little welding repairs but otherwise it was off to the blasters. I decided to get the blasters to blast and prime the chassis as it is too big to go in my shed. At least it was protected in some form until I could top coat, weather permitting.

Unfortunately I had a bad accident at work severely breaking my leg which resulted in everything coming to a standstill as I could not walk at all for 8 months and only hobble at best after 12 months, it was a slow recovery. Work progressed slowly with the diffs being rebuilt first. On inspection, crownwheels and pinions were OK but all bearings were pretty pitted and through hard casing in many spots. Everything above the oil line was starting to rust, I guess from sitting for so long. The bare housings were blasted, washed out and primed ready to be put back together. On reassembly plenty of time was taken trying to get bearing preloads good with plenty of brown paper used to get different thickness gaskets. I must thank the guys at Eastern Bearing in Knoxfield who spent heaps of time trying to chase up nearly obsolete bearings and seals for either the diffs or transfer case. Lucky for me the drums had already been machined, shoes relined and wheel cylinders re-sleeved only had to make up some new felts for the swivel housing's and we had complete front and back diffs drum to drum. I figured it would be easier to paint these items now on jack stands, than later. So now the weather was good I painted everything chassis related in two-pack.

The gearbox and transfer case were next on the list to be done. I was told the gearbox had been rebuilt with really good bits, many NOS gears, shafts, the lot. Unfortunately the previous owner had never put oil in it and when the tarp he had over the cab perished the rain had run down the stick

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and slowly filled the box with 3 litres of water completely wrecking everything. Spent some time scrounging through all the other boxes and bits, we came up with a pretty reasonable box. The transfer case was in three tubs consisting of numerous shafts, gears and who knows what. It took many hours to work out what was what and how it went together, but after many dummy assemblies I was happy with it all. The previous owner had contacted me and found another box of bits which contained all new gears for the transfer so with a big smile I hung up the phone. Now with all new bearings and gears it was all assembled, shims made where required and we had a complete transfer case. All but the motor was the best I could make it so was very satisfied with the progress.

The steering box was the next to be done and checked, everything looked good, some new seals and some adjustment to the shims was all that was required, finally an easy job. My way of tackling this is to just break everything down into little sub-assemblies, do one thing and complete it and then move onto the next area. I now have everything to complete it and make it into a roller. In one weekend it went from a bare bones frame on stands to a rolling frame less cab. All of a sudden all the hours you spend working on stuff and thinking you a getting nowhere comes to fruition as many of you know that have done this before it's a bit hard to wipe the smile off your face. The inner guards on the cab frame were rusting through where they meet the frame, I guess from the dirt and dust collecting over the years and staying wet/damp, so made up some new pieces to weld in there. I had no way of making them as they curve both ways so made up my own rounded wooden mallet and ground a dished saucer shape in to a piece of firewood to hand beat the shape into. A few people laughed at the idea but it worked a treat, a little time with a hammer and dolly and it come up good. These were welded back in and the cab frame could now be painted.

The doors were reasonably good but had a bit of an explosion down in the front bottom corner. I considered welding a patch in but figured it would be a lot of work to try and keep straight, thinking that it would not be to hard to make a new skin this was the way we went. I just ground around the edge of the old one which would then become the template for the new sheet just have to remember to add on the extra 5/8" to be folded over. The top edge was reproduced by rolling in a bead roller then folding, the fold coming back over the inside was done by putting a piece of 2" x 1" box in and tapping the final edge over with a hammer. Folding the edge over on the side seams was relatively easy, just clamped the whole lot down to the bench and peened it all down. The back panel had been re-made already so didn't require a lot of work, the main thing that I did on this was to put a little bead of Sikaflex around the edges and supports to try and stop the ingress of moisture in behind the angle and channels. Otherwise the doors and back-panel was just the normal sand prep and paint. As a side note I decided that for the painting, with the gear I have and ability, I chose to paint in acrylic. Speaking with the paint company he had trouble trying to get two-pack flat enough without it going milky. I figured plenty of cars had been painted in it for a long time before me and had withstood pretty good.

At about this time looking at the calendar that I realised Corowa was coming up in about 4 weeks. I thought no worries, I'll drive the jeep up this year. Standing back with a can I had this brainwave/fade, you know what I 've probably got enough bits to cobble this thing together and take the Blitz. Yeah you know the feeling the front it's a bit tatty the roof's in red oxide primer but otherwise it should all bolt together might look a little funny but hey we'll get there. Well the next few weeks were a blur, nah not much to do only make all the plumbing for the brake lines, wire the whole thing, bolt cab together repair a couple of fuel tanks!

With the brakes, I had heard the brakes were a little under done so opted to fit a booster. I settled on a VH-80 PBR unit in lieu of the original type being deemed un-repairable by various brake shops (read that as too hard basket), another addition was a vacuum reserve tank which came of a little International truck, this gives a good reserve of about 9-10 pumps before it starts to run out of vacuum.

Cameron Reed's Blitz Experience - cont'd

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With about a week or so before Corowa I had a mostly complete truck cab chassis, just needed some good tyres and front windows. Well got the tyres but be buggered if I could undo the nuts to split the halves, only success I had was to run a bead of weld with the TIG down one flat of the nut to try and get it to expand quick without getting the heat into the stud quickly grind weld off, belt socket on and lay into it with the 3/4" impact gun. This was going to be a slow process by 4 wheels. Realising this was going to be a bit of an ask and fast running out of time I wondered if I could possibly borrow some wheels and tyres. Made a phone call to Euan and he said just take a couple off one of his other trucks. The other thing I had run out of time to do anything about was windscreen frames so I borrowed those off Euan as well, thanks mate.

Well now everything was together had to make a shroud for the radiator quickly. Get the thing on club plates. It is now Wednesday the week of Corowa, do a hot lap around the block, the motor was a complete unknown so get it hot and change the oil, it came out pretty sluggish. Scraped as much out as I could through the sump plug hole and thought this might not be too good. It was a bit smoky but who knows how long since the thing was hot or worked.

Well it's now Thursday most people are probably up at Corowa and enjoying themselves and I'm flat out trying to get this together. Do another lap around the big block bit of testing a total of 16 miles on a completely unknown thing and were loading everything up to do about 450 mile round trip.

We're off, it's now about 7pm and we are taking off, me in the Blitz and Dad in the jeep, thought we had better put the roof on the jeep as there was apparently a few showers about. Well we didn't get too far, only about three streets from home, made a bit of a clunk and now a box full of neutrals. Look down through transfer case shifter hole, put in gear and let clutch out, yep tailshaft is spinning, no the gearbox is still turning. Turns out the transfer has jumped out of gear into neutral. OK, rectified that, only lost an hour pulling gear sticks in and out now off to fuel up. Put a whole 50 litres into the one operating tank the other is still full of molasses coming along for the ride. Next stop Lilydale, seems Dad has pulled over because the headlights keep going out on the jeep, bit of a modification and on we go a couple of spits of rain here and there but still OK until we got to the bottom of Mt Slide. The wind came from nowhere and it was absolutely pouring, it looked like a river running down the road. I thought about Dad in the jeep with only the hand wipers and thought the poor bugger, but was quickly awoken from my thoughts when the lights went out completely on the truck, not the nicest feeling in the pouring rain twisty pitch black night, seems the amount of water pouring in through the windows caused a bit of a short in the headlight switch. We pulled in under the cover at the Glenburn truck stop to let it settle out a bit, both having a laugh at what we are trying to do. Dad whips out some Rain-X and says we'll give this a try, it works pretty well. From there until we got to Maindample everything was going OK and it was nearing midnight so we swapped vehicles and filled out the log book again for another day. Quick dip of the fuel tank on the truck with a stick (no fuel gauge yet) and we off again. Driving along in one of the worst storms I've driven in, there was a cracker of a flash of lightning and bang of thunder that literally blinded me for a few seconds almost like a welders flash. Thinking to myself would it be all worth it thinking that the truck was really low on fuel on the last stop, sure enough a few mile up the road the tell tale lights of the blitz following were now gone from the mirror, pull up on the side of the road and wait, no nothing either something has happened or she is out of juice. Do a u-turn and there she is parked up lights out must say it used every drop in there.

OK, I'll leave Dad in the truck, take the jeep into Benalla, get some fuel, can't be too far, about 10 min away, nothing open anywhere so I ask a cabby if there is fuel available and he gives me directions but its card only. When I do find this tank farm it takes over half an hour to get it to read my card, finally it reads and ask how much I'm likely to spend \$0-\$200, \$200-\$1000 & \$1000-\$4000, I'll take the \$0-\$200 option thanks,.. declined. So away we go again another 15 min till the card reads again, thinking to myself I'll be a big spender here that might let me work then, \$200-\$1000, bingo we're good. Well

Cameron Reed's Blitz Experience - cont'd

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I haven't got a jerry can other than the 10 L water can so empty the water out and in with the fuel also empty two Poweraid bottles out as additional cans. Fill up the jeep as well, everything that looks contain-erish was used and then we head back to the truck. After filling up she fired up OK and we continued on our way straight to the tank farm. Well do you think the card would work a third time, no not a chance.

Surprisingly you can use the Poweraid bottle pretty easy to refuel a blitz. The whole thing fits inside the tank only have a problem once it get's down a little had to cut a hole in the side of the bottle to let the fuel run into.

Again off we go getting pretty weary by this time, pull into Glenrowan roadhouse and fill both vehicles up, drive around the back and roll out the swag for a rest. Quick glance at the time tells me it is 5.00am. We awake again at about 7am, more like getting lifted up by mosquitos. That's the worst I've had them that I could remember. Duck into McDonalds for something to eat and get rolling again. Probably a bit after 8:30 now and we're rolling along OK, the rest of the morning was uneventful. Starting to get a little excited now we're pretty close. Get stopped at some roadworks and meet all the others going the other way for the Friday drive. Arrive in Corowa about 9:30 - 10:00. Wow... finally here, it seems such an epic journey.

With everything pretty well wet, trying to stay dry was important so spent most of the morning walking in and out of shops, had lunch at the RSL and finally the rain started easing up. Went to the VMVC bbq dinner and had a chat to a few people but was pretty buggered but happy we made the effort.

Saturday awoke to a clear sky which was a change to the previous day. There were vehicles buzzing around pretty early, it seems everyone was pretty eager to get going. We filed along and joined the back of our group, it seems that it attracted a few peoples attention. The old flat head ticking over seems to stir a few memories. I think I had the biggest grin of all idling up the main street waving and tooting. I think that it is a credit to all the people and volunteers that put this event on and it seems the towns folk really enjoy it so to them I say a sincere thank you. The rest of the day involved driving around and meet-ing other people. Keith Webb took a quick break from his hectic filming to do a couple of laps down along the river and seemed impressed enough. Even got a little interview with him later telling of my ex-ploits in the previous weeks. In the evening we went to the auction which I hadn't been to before, which was entertaining. Was very surprised to receive an Encouragement Award for which I thank KVE as it was not expected. As we had to be back at a reasonable time on Sunday and with the trip up being a little exciting we decided to get going home on the Saturday night.

Since Corowa, I've done very little on the truck but clocking up some miles we have been to the Lake Goldsmith steam and machinery show just out of Beaufort. Also the Crawlin' the Hume run up the old Hume highway, that was a fantastic event to be part of. Was the only Blitz there, with in excess of 150 trucks from T models to late 70's Kenworth's. Have decided to stop driving it now and finish the rest of it off before we go to any further shows or meets, and paint it all one colour with a tray, that way it will be more presentable. A few photos here are from when I started, bottom right is at Corowa, nearest Blitz to the camera.



Article by
Cameron Reed



What is the Oldest Tool that you use?

I suspect a few readers are thinking of something else after reading the above caption, but my question is about workshop tools. One of mine is of particular interest and I often wonder what stories it could tell. It was found at work around 1985, when we were having a clear out, it was in the bench drawer of a fitter who had recently retired. After cleaning it up, I realised how interesting it was from the markings stamped on it.



For those that do not recognise the tool, it is a BA (British Association) thread gauge, with different size dies through the centre, and tapped holes down one side marked as a gauge for tapping drill sizes and holes down the other side for clearance size drills. It was made by The Pratt & Whitney Co., Hartford, Conn. USA and at the other end it is marked "Buck and Hickman, London 1915". Now as this tool is hardened, all the wording must have been stamped during manufacture so must have been made specifically for Buck and Hickman in England, who were (and still are) tool distributors and may well have been supplied to the British Government to order hence the date stamp. I still use this 97 year old tool regularly as BA threads are in abundance on the types of vehicles and equipment I work on.



So, what old and unusual tool do you use on a regular basis?

If it has a story attached to it, please pass it on to the Editor.



Article submitted by "Diesel Fitter"

Report from War & Peace Show 2012

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This year's show was looking decidedly dicey in the week before going there, with yet more rain falling. With a few visitors from Australia coming over, I could see it might not be as good an experience as normal. Neil Harris travelled to the show with me and we could see when arriving that conditions were going to be difficult. Having arrived in our designated area the ground was quite good, just the tracks that were getting churned up. Footwear for the next few days was Wellington boots! Once all our mates had arrived and our command tent erected we were happy little campers, swapping yarns and jokes, catching up where we left off last year.

Movement of vehicles was getting grim, even 6x6 trucks were failing. By Wednesday, the first public day, the wind and a bit of sun was doing the world of good. Due to the fact that two large fields had to be abandoned with a few early residents still in them, a large overspill field was filling rapidly. Numbers of vehicles arriving seemed no different to normal despite the reports of ground conditions.

On my travels around the site I spotted Col Brown on top of a semi-trailer unloading stillages and while having a quick chat Tim Vibert appeared amazing where we all meet up. Later on we met up with John Belfield. A late arrival in our camp was Mike Cecil, he had heeded my advice to buy some wellies before arriving! Jan had told me that there was another visitor coming from Sydney, but our paths did not cross, sorry Allan.

People seemed to enjoy the challenge of the conditions and we never heard much moaning, it just made it very tiring getting about and trying not to end up sitting in the mud. By the Friday we were able to put the wellies away as the tracks were rolling flat and firming up. The stall area did not seem to have so much interesting kit as normal but perhaps it is because I am looking for WW2 British parts and these are thinning out a bit.

We set up display boards advertising Corowa Swim-In as usual, with this year a special edition of the KVE News to give away in order to encourage visitors to Australia and to arrange their stay around the Swim-In dates. There was quite a bit of interest too. One day I got back to camp and one of my friends said someone had been asking for me and that his name was on the display board. He pointed out Ian Grieve's name, I asked if he was sure. Presently Ian turned up and he was as surprised to see the Swim-In display as I was to see him. Ian being one of the instigators of the original Swim-In.

The show has its own radio station and somehow I got tracked down to do an interview about Corowa Swim-In not sure what it sounded like as I did not hear it broadcast, but the station also runs throughout the year on the internet and makes announcements periodically, they told me the interview would be repeated at times. For anyone interested, look up Radio War & Peace a good spread of music on there. I am sure we all enjoyed the show in one way or another, Col was spotted commanding a Comet tank during the week, Mike was on his first visit to W&P, so lapping it up. John Belfield was presented with his prestigious award on Saturday, something to be proud of. Neil was happy having made contacts and tracking down those illusive parts. We will be back next year. I think it should be called the Mud & Dust Show from now on as we have had both, apologies to Mike Cecil for pinching his book title.

Report by Richard Farrant



Report from War & Peace Show 2012 - cont'd

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Towing trailers on to the site was difficult so German armour was called in to assist.



A streamlined Chevrolet CMP, once owned by a garage in Ghent, Belgium now in the UK



James Gosling's newly restored GM (Canada) Otter, with his GM C15TA in the background.



The Anti-Aircraft Display, complete with 3.7" AA gun, Searchlight and Lister generator.



Part of the Red Ball Express Motor Pool display, with GMC's of all variations.



NORTHERN TABLELANDS MILITARY VEHICLE RALLY 2013

IT'S ON AGAIN!

IN CONJUNCTION WITH THE FAMOUS
GUYRA LAMB AND POTATO FESTIVAL,
GUYRA'S SHOWGROUND COMES ALIVE
WITH THOSE HISTORIC MILITARY MACHINES!
YOU ARE INVITED TO BRING ALONG YOUR
VEHICLES & OR ATTACHMENTS

January 26th, 27th & 28th (until midday)

REGISTERED & CLUB PERMITS REQUIRED FOR LOCAL ORGANIZED DRIVES
COME AND SEE STATIC DISPLAYS
CAMPING FACILITIES AVAILABLE ON-SITE AT THE GROUNDS

Presented by

Guyra & District Historical Society Machinery Group Inc.

Bill Weston 0429 659261

Steve Mephram 0404 485585



Coming Event

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The Darling River Run

Australian Military Equipment Collectors Ltd would like to invite your club to place on your run book, a trip along the Darling River and join us in your ex military vehicles. The run and route distance has been selected with consideration for distance that old military vehicles can travel in a day. The run will commence in Dubbo on the 5th of May 2013, the route listed below is the intended night stopover for each leg. Please be aware that a degree of flexibility will need to be exercised by all participants as outback travel may experience diversions pending road conditions, rain, or vehicle issues etc.

The trip is primarily vehicle based camping however accommodation may be available in some locations along the route. Participants will need to have a well prepared vehicle with suitable spares, fuel, water, food and camping equipment. Four wheel drive type ex military vehicles will be best suited, however 2 wheel drive vehicles may be suitable with diversions in some locations. Please contact the organiser to discuss suitability of your ex military vehicle.

Cost

As the trip is a self support club run there will be no cost for members of Australian Military Equipment Collectors Ltd and a \$20 fee for administration cost (phone calls, letters, etc.) for non-club members. Participants will need to allocate their own travel budget.

The Route

Day 1 5/5/2013 Meet at Dubbo NSW

Day 2 Byrock

Day 3 Louth

Day 4 Tilpa

Day 5 Menindee

Day 6 Pooncarie

Day 7 Lake Mungo National Park

Day 8 Mildura District

Day 9 Sunset National Park

Day 10 Sunset National Park

Day 11 Kerang

Day 12 Echuca dinner trip on paddle boat

Day 13 Narrandera

Day 14 additional day to allow for delays that may be encountered on the trip.

For all further info and to register your participation please contact

Max Hedges on 02 62261464

For Sale

Page 32



A unique opportunity to own what is probably the best restored and most complete S3 FFR in the country.

Complete with all CES including many really rare items: Pioneer tools, front exhaust, convoy lights, radio light, power distribution box, new hood, new distributor, new door bottoms, new top dash, radio tables, antenna mounts etc. etc. The list is far too long, call me with questions.

Rust free firewall and chassis. Fully registered as 7 seater, a real head turner.

Currently in Sydney.

Priced at \$10-12,000 depending what you want included.

You simply won't find another S3FFR in this condition.

Call Philip and leave a message on **0418 310 204**.



Wanted / For Sale

Page 33



FOR SALE : BSA WM20 Outfit

Full NSW Rego - Rego No. WW11 - Excellent Condition - Fully Restored
\$12,000 ono Contact: Scott Weeks on 0410 625 293 or (02) 4777 5878



FOR SALE : NEW ARMY TARPS 5.4m x 3.0 m \$100 [approx. \$20 freight]

ALSO Land Rover 101 bins, left & right \$55 each

Contact Tim Vibert on 0407 480 354

FOR SALE : 1941 Bedford OY 3 ton GS truck

Ex-British Army, running order, c/w bows, canvas, rear seats, numerous spares,
10.50-16 tyres and rebuilt tropical radiator. Discreet petrol/LPG Conversion.

One of very, very few OY's in Australia.

Open to offers. Contact Richmond Gregory on 0427 593 947

FOR SALE : 1943 Ford / Marmon-Herrington "Dingo" scout car Serial no. 77212

This comes with quite a few spares, inc. spare chassis, transfer cases, many wheels, spare front mudguard and more, but is still missing the gunners hatch, seats, dashboard and one fuel tank.

Offers around A\$12,250 for this extremely rare piece of armour on wheels.

Contact Rick Cove on 0401 278 238 rckcv@wideband.net.au

WANTED : For LP2a Carrier : Engine covers and frame

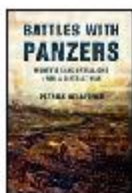
Contact: Neil Harris on Mob. 0428 290 058 or (02) 6359 0655

WANTED : One P59 Ammunition Box, in good shape

Please contact Roger at rogersharpeparis@hotmail.com



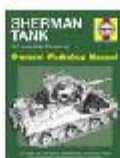
Woodslane On-line Books



Battles with Panzers

Delaforce, Patrick
AMBERLEY
AU\$39.95

The inspiring story of Britain's two premier tank battalions during the Second World War. Extensive interviews with veterans from both battalions.



Sherman Tank Manual

Ware, Pat
BOOKWORKS
AU\$39.95

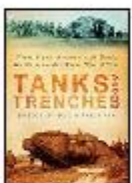
Acclaimed author Pat Ware tells the Sherman story from the differing viewpoints of its wartime crews and maintainers and of modern-day restorers.



Sherman Tanks

Christopher, John
AMBERLEY
AU\$24.95

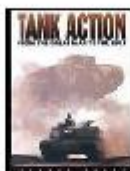
A short primer for those interested in the Sherman and its variants. An ideal book for the military modeler



Tanks and Trenches

Fletcher, David
HISTORY PRESS
AU\$49.95

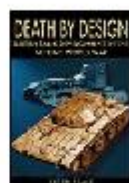
The vivid accounts in this book are taken from the early days of tank warfare and give an idea of the crucial role that tanks played in breaking the murderous stalemate on the Western Front.



Tank Action

Forty, George
HISTORY PRESS
AU\$49.95

The technology that separates the lumbering Heavy Mk I tank of 1916 from the Challenger main battle tank of 1994 may be aeons apart, but the basic skills of the tank commander have remained unchanged.



Death by Design

Beale, Peter
HISTORY PRESS
AU\$39.95

This book explores how and why Britain went from leading the world in tank design at the end of the First World War to lagging far behind the design quality of Russian and German tanks in the Second World War.



Tiger Tank Story

Barton, Patrick
HISTORY PRESS
AU\$22.95

Patrick Barton details the development and exploits of the machine that defined the German war machine of World War II. With full design information, the history of its use in actions across Europe, and over 80 photographs and artworks, many previously unpublished, this book will appeal to both military enthusiasts and general readers alike.



Classic Military Vehicles Story

McNab, Chris
HISTORY PRESS
AU\$19.95

From jeeps and land rovers to tanks and halftracks, this is an overview of the development of the greatest military vehicles in history. The book charts the development of farm vehicles into weapons of war and civilian motor vehicles into fast-moving, mobile weapons units. A highly readable guide to these much-loved classic vehicles for any enthusiast.

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Warriewood, NSW 2102, Australia

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Jane Perkins :

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The Corowa 'Year of' series of DVDs

Available from Image Control in Melbourne at a cost of \$30.00 each plus postage for DVD's 2002 to 2010. The 2011 DVD is \$35 plus postage.

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

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

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.

2002 - Year of the Blitz

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

2003 - Year of the Studebaker

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

2005 - Year of the Carrier

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

2006 - Year of the Armoured Car

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

2007 - Year of the Cycle and Staff Car

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

2008 - Year of the Tracked Vehicle

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

2009 - Year of the Amphibian and Blitz 2.

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

2010 - Year of the Jeep

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

Also available:

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.

**Latest DVD :****2011 — Year of the British & European Vehicles**

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

Of interest to aircraft enthusiasts, a new release;

RAAF Pilgrimage

Filmed by Keith in flight, a group of historic aircraft commemorated the 90th anniversary of RAAF by flying from Temora to Point Cook with stop offs at Tocumwal and Ballarat.
\$30.00 plus postage.

About Image Control

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

Pet Accommodation



**Please take note that Dogs are not permitted
on the Corowa Showground and Racecourse**

The following contact may be of use:

Corowa Boarding Kennels and Cattery

Lot 354 Spring Drive, Corowa, NSW, 2646

Postal: PO Box 440

(02) 6033 5661

Rod Garthwaite



KVE Inc
Khaki Vehicle Enthusiasts
Incorporated

Entry forms can be sent to the following address:

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

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



<http://corowaswim-in.org>

KVE Incorporated

Organisers of the Annual GPA Swim In

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

Please visit our website for more info.

<http://corowaswim-in.org>

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

See you at Corowa in 2013.

KVE Team

Be ready for Year of the Trailed Equipment & Armoured Vehicle
ENTRY FORMS TO BE RETURNED BY 28th FEBRUARY 2013

WARNING TO JEEP OWNERS

This is what happens when you leave your Willys out in the rain !



<http://corowaswim-in.org>

34th Annual Corowa Swim-In and Military Vehicle Gathering

Monday 11th March to Sunday 17th March 2013

Held annually at **COROWA, N.S.W.**

The themes for 2013 are:

“Year of the Trailed Equipment and Armoured Vehicle”

All ex-military vehicles and enthusiasts are invited to attend.



ENTRY FORM

Entrant/Driver

Name.....

Address.....

Participants Names.....

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

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

Email:.....

Expected day of arrival:.....

Member of the following clubs:.....

VEHICLE AND / OR TRAILER DETAILS

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

Registration/Permit No.....

Trailer Year Trailer Make..... Trailer Type

DECLARATION

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

Entrant's Signature..... Date.....

ENTRY FORMS TO ARRIVE BY 28th FEBRUARY 2013

Entry Fee is **\$15** per Entrant enclosed with Entry form

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

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

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 ensure your name is on the Bank Deposit/Transfer form so we can easily distinguish who has deposited money and email your entry form