



KVE News

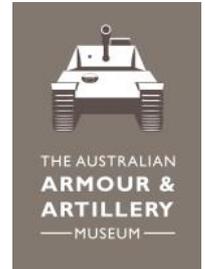
Newsletter of Khaki Vehicle Enthusiasts Inc.
Organisers of the Annual Corowa Swim-In held
at Corowa N.S.W.

Edition 27

June 2017

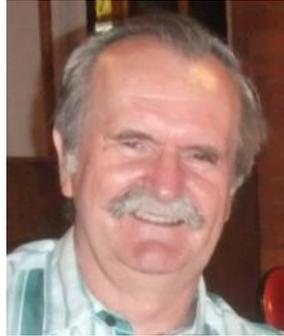


*Thank you to all our supporters
of the Corowa Swim-In*





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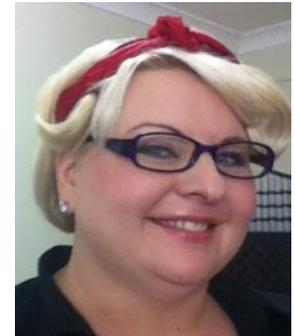
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No. 27**KVE News****June 2017****News magazine of KVE Inc.****Khaki Vehicle Enthusiasts Incorporated****Organisers of the Annual Corowa Swim-In
& Military Vehicle Gathering
Held every March at Corowa, NSW.****Contact details: KVE Secretary, 9/1 Millett Road, Mosman, NSW, 2088, Australia****Phone: 0423 943 010****Email: kveinc@optusnet.com.au****Website: <http://corowaswim-in.org>**

Editorial

G'day,

A large issue this month with a full and detailed report on the this year's Swim-In.

Also thanks to Mike Cecil for his Land Rover article and to Ian Hall for his article on buying a Perentie and a fault finding chart.

We have been asked for more adverts, and your wish is granted this month, something for everyone advertised within.

The accommodation list in this newsletter is now expanded to cover some nearby establishments on the Victoria side of the river. We are aware that the bi-annual Rodders weekend could be on again at Corowa next year on the long weekend and advise that if you have not pre-booked accommodation and put a deposit down, it may be wise to do so now. Don't forget the KVE General Meeting at Corowa in July, for details see below.

Regards,

Richard Farrant - Editor

KVE General Meeting

Saturday 22nd July 2017 1.00pm**at Bindaree Motel & Caravan Park, Corowa, NSW****Open to all those interested, members and non-members alike.****Activities for the 2018 event will be discussed and planned.****This is a social weekend as well, there will be meals arranged and many people stay on for Sunday.****For more information please contact Jan Thompson-Creamer on
[0423 943 010](tel:0423943010) or email to kveinc@optusnet.com.au**

The President's Report

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Welcome to the June newsletter.

At the AGM of KVE at Corowa this year, our President of the last few years, Scott Rough, stood down. Much to my surprise, I was elected as President, Scott is now Vice President. It is a hard act to follow, but I am up for it. KVE and Corowa is something I am involved in throughout the year and with being newsletter editor and several other roles, I do have my finger on the pulse so to speak.

This year's Corowa Swim-In was excellent and great to see some of the more rarer and unusual vehicles turning up. We always knew the number of Carriers taking part might not be as great as hoped, and with transporting issues, costs, etc. there were some that were not able to make it, but even so it was good to see those that attended out on the road and in the parade.

Having been asked by Carrier owners to provide an area for them to use and display their machines, some of our KVE committee and others put a lot of effort into locating a suitable area and creating an off-road track with various obstacles specifically for the Carriers at the back of the racecourse, with an organised run out to it on Thursday, but only one Carrier started on the run and had a problem on the road. Later Nev Smith arrived at the course with his Carrier, other types of vehicles took the opportunity to use the course. This was very disappointing as it was well advertised in the newsletter in January and the activities program given out to participants on arrival, as well as at the Site Office. We arrange these things because participants ask for them, if anyone has any ideas on using this off-road course in 2018, please email me at; kve.editor@btinternet.com and we will see what can be done.

Bearing in mind the off-road course is currently designed for vehicles no wider than a Carrier, but it could be altered if there was positive interest from participants. The facility will still be available to us for the 2018 event, so check out the activities programme to make sure you do not miss out. The International theme was well attended and a sight to see them all together on the parade. Thank you to everyone who made the effort to bring their vehicles this year, I can well appreciate the effort and time involved.

If you were not at Corowa this year then you missed a lot, so make sure you get your entry form in for next years event which will be the 39th one. This is building up for the 40th anniversary in 2019, speaking of which, in this newsletter we have a feature page about a book on the 40 Years of Corowa which is being compiled. We urge as many participants from past and present to help us gather stories, reports, photos, even video if possible. Please contact myself, Jan or John Gordon, our contact details are on the Committee page(2). We would not like for anyone to miss out on the opportunity to be a part of this exciting project. There is a report in this edition from the first Swim-In in 1980 just to give you a taster and it might give you ideas of something to submit. Don't worry if you are not good with words as we can put it together for you if need be.

Our website will be re-constructed shortly as there is going to be a change of Webmaster and this is not a straight forward operation so if the page is unavailable in the near future, don't get alarmed it will up again as soon as possible and may well have some new features later on, as well as current newsletter, entry form, etc., available to download.

Best regards,

Richard Farrant

KVE President (and Editor)

Secretaries Report

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Entries for 2018:

We commence organising our participant packs months prior to the event as we have to pre-order items such as caps, plaques, Special Edition newsletters and stickers. We would appreciate people entering the event ASAP so we can get approximate numbers at least 2 months before the event. If you pre-register and are unable to attend we can either offer you a refund or put your entry towards the following year so please don't hold back to the last minute and enter then as it may be too late. Over the past few years we have had 300 and with an increase in numbers of vehicles and participants likely to attend we are considering the number of packs we will be ordering.

By 28th February 2017 we had 300 pre-registered participants. We are aware that very few people go through their participant pack until they go home. Some of the questions people asked such as what time do we meet for a particular trip was clearly on page 3 of the Special Edition newsletter. There were also forms for people to nominate others for awards and an entry form for 2018 along with a number of pages of vouchers for local businesses. By taking a look in the bag you were given as a pre-registered participant you would have seen all of this and more.

Voting forms:

Over the past years we always give the participants an opportunity to nominate people for awards. The KVE Committee only organise who will receive an award and we look in the Suggestions Tin at 12MD on Saturday to make this decision. It was disappointing this year after 350 forms were included in participant packs to see only less than 15 there. We feel this is the fairest way for us to decide on the prize winners so if you feel your vehicle is worthy of an award you need to put it in the Suggestions Tin. Just remember next year to put your nominations in the tin. Some events have one or two people who make all the decisions but in KVE we like the process to be seen as fair.

Details of the awards and recipients for this year are in the Event Report on page 15.

Themes for the following years:

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

2020 Year of the Motorcycle and the 40th Anniversary of the Corowa Swim-In

2021 Year of the Jeep

Membership to KVE:

We now have close to 120 members. If you are interested in joining please send me an email or download a membership form off the website and forward to me.

Next KVE General Meeting: on Saturday 22nd July at 1pm:

We will be having another KVE General Meeting at Corowa. It will be held at Bindaree Motel and Caravan Park. Participants are welcome to come along. We will be organising our program of activities and if you have any suggestions on places to visit please let me know.

New office bearers:

On Sunday 19th March we had a KVE General Meeting and an AGM. The office bearers are now:

President: Richard Farrant

Vice President: Scott Rough

Treasurer: Max Mann

Secretary and Public Relations: Jan Thompson-Creamer

Governance Officer: John Gordon

Membership Secretary: Melinda Ojalen

Committee: Harvey Black, Kel Baxter, Brian Healey and Neville Smith

Editor: Richard Farrant

Secretaries Report - cont'd

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Accommodation:

Due to another event occurring in Victoria at the same time in 2017 there were a number of people who made contact with me as they were upset at being charged higher than normal room rates. We recommend pre-booking your accommodation from one year to the next and sometimes a deposit is required and if you can't attend this deposit is usually refunded with adequate notice. The Day on the Green was the event and it was at the end of 2016 that Roundhouse Entertainment decided to hold this function on the same weekend as Corowa. There is always a chance that this could occur again in the future or another event so be prepared and make your plans early.

KVE Website: Shortly you will notice the KVE website will be down. We are doing some changes and updates. Many thanks to Chris Grossett for managing it for the past few years. Richard Farrant has taken on the task of Webmaster.

Program of Activities:

Each year we incorporate a few different events such as trips to local towns, museum visits, school visits and sometimes people organise 4WD events. These activities are done during the week. We are always looking for activities to do and for those who may know the area you might have some suggestions on places we could visit. I have been in contact with Doug Hamilton from Classic Air Adventures and we have locked in a visit to his facility on Friday 16th March.

If you are interested in being the co-ordinator of a trip such as a 4WD or visit to another town please let us know and we can discuss this at the meeting. We understand that some people don't want to do the school visits or trips to some of the places we go to so if you have an idea of your own and want to share it with others who may be interested we are open to adding these to our programs. There are now some participants who enjoy bowls or golf and in 2017 a late call came from one of these people. I am sure there would be more people interested in these sports so if you can find out the details of when this could occur let us know and it will be incorporated into the program.

Visit to Classic Air Adventures: Friday 16th March 2018

In March 2006 we visited the facility known as Precision Aerospace at Wangaratta Airport and did a tour of the building which ended up being a really great day. Due to WHS we were unable to do this tour again or other tours such as Tenix which had been done in the past. Keith Webb recently contacted Doug Hamilton who now owns the facility and Doug was very positive about our group doing a tour. I have spoken to Doug and at the moment the plan will be to head over to Wangaratta on Friday morning and tours of the facility will be organised. There might also be an opportunity for people to do 30 minute joy flights. For the Ryan it will cost \$350, For the Harvard it will be \$750 and for the Kittyhawk it will be \$2500. For anyone who is interested I can provide you with Doug's contact details as this could be done at any time during the week. There will be a BBQ lunch and there may be an aerial display of some of the aircraft. To be able to cater for the sausage sizzle lunch participants will be asked to let us know prior to the day if they will be attending. More details will be included in the next KVE News.

40 years of Corowa

We are planning a celebration book to mark 40 years of the Swim-In at Corowa and need your help to make it something special. Whether it is stories, anecdotes, photos, film or video. Anything that captured the spirit of the event. We all have something to tell. Also we would like personal profiles of those that attended over the years and of their vehicles. We will combine this with reports through the 40 years.

Jan Thompson-Creamer, Richard Farrant and John Gordon are planning to write the book on 40 years of the Corowa Swim-In. This will be available at the 2020 event which is actually the 40th Anniversary and will encapsulate from 1980-2019. We will appreciate any assistance to provide us with photos and stories, no matter how small or large they may be. Jan has stories from a large number of people but there may be others who have stories to share so if you think you may have something of interest please start now to share this.

Email: kveinc@optusnet.com.au or post to: KVE Secretary, 9/1 Millett Rd, Mosman 2088.

Secretaries Report - cont'd

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We have put together a form that we would like all participants past and in the future to complete so we can put together a profile on people plus reports people have on their experiences at Corowa. If you have written a report for your club newsletter we would like a copy as we already have reports included on our website that goes back to the first event in 1980. **See pages 18 and 19 for more details.**

Contributions to our KVE Newsletter

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

Corowa Facebook:

We are also on Facebook: www.facebook.com/corowaswimin
Please join and contribute.

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. We encourage you to provide us with the information.

Helping at the Site Office while at Corowa

This year we had a number of participants who were not KVE members who helped out on the site office. We really appreciate this and from a few of those people I spoke to said they really enjoyed getting to meet other participants. We will have a co-ordinator hopefully shortly and will start recruiting for the 2018 event. If you are interested again in helping please let me know and we can make sure you are contacted. Every year we fine tune the role to make it easy for those helping.

Land Rover Theme

We have made contact with people associated with the different Land Rover Clubs and Forums. At this stage there will be a Land Rover photoshoot on the Friday and we would really appreciate a representative to come along to our next meeting in July to let us know of any ideas they have come up with.



The REMLR Land Rover photo shoot at Maurice Wilson's property in March 2017

38th Annual GPA Swim-In and Military Vehicle Gathering

Monday 13 to Sunday 19th March 2017

How time flies?

By 28th February we had 300 pre-registered participants. We are aware that very few people go through their participant pack until they go home. Some of the questions people asked such as what time do we meet for a particular trip was clearly on page 3 of the Special Edition newsletter. There were also forms for people to nominate others for awards and an entry form for 2018 along with a number of pages of vouchers for local businesses. By taking a look in the bag you were given as a pre-registered participant you would have seen all of this and more.

We successfully applied during the year to the Federation Council and received a Tourism Event Grant. Due to the amalgamation of the Corowa and Urana Shires to form the Federation Council we received a smaller amount this year due to the number of extra applicants. We also received a grant from the Corowa RSL which went towards our parade.

By the end of the event we had 223 vehicles plus 6 bicycles. There were 14 carriers plus a FV432. There were 11 LP Carriers which included 2 x LPI carriers and a British 3 inch Mortar Carrier. Also attending were 2 Strickland Bren Tractors. With the International theme we had 17 trucks and 2 Farnall tractors. The oldest being a WW2 KB truck.

In regards to Public Relations when I sent out the media release there were a number of radio stations who made contact. When 2AY put something on their station I was contacted by a lady who works for a disability service and she asked about bringing 7 intellectually disabled adults over to the event. We decided that Friday would be the best day. On Monday we did some filming with WIN TV. A few vehicles came down to the river and Manfred took the reporter out in the GPA. On Thursday PrimeTV came over and also did some filming. Alison Jess from ABC radio also arrived and she went out with Mitch Groves in the GPA and he gave her an opportunity to drive the vehicle in the water. There is footage of this on their website. The Corowa Free Press did an article prior to the event and followed up with a front page plus 2 further pages of photos and information in the paper just after the event.

Throughout the year there were some important things we had to organise so we liaised with various people including the Showground Trust – to organise a playground for the carriers and Maurice Wilson to organise for the vehicles to access his property. Thanks to Harvey and Neville for doing this. Gavin Gregory works for Coates Hire and he was able to source a few things we needed including a portable toilet and a large tarpaulin which was used to put over the large site office structure Robert Pearce had made in case of inclement weather. On Sunday this was erected along with organising the site office for duty on Monday 13th March. It was nice to have a few people who assisted with this process. Scott Rough had dealt with the Council and Traffic.com regarding the parade which we kept similar to last year and added an extra person to manage the traffic.

We arrived on Friday 10th March and over the weekend there were a few people who booked in. We collected the participant pack items and unfortunately we didn't have the Shire folders like in the past due to the new logo for Federation Council. The photocopying had been done by the Council. We had already put the plaques, stickers and receipts into envelopes but it was a big job collating all the rest of the information and putting it into the paper bags provided by Corowa Tourism. It was nice to have a couple of days to finalise plans and get prepared for the onslaught of people who arrived on Monday and Tuesday. Trevor Vuillermin contacted me back in July and was keen to bring along a LARC. The last time we had a LARC was many years ago and Ian Ledwidge showed up with his. Throughout the week



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Trevor had a great time taking many people for an enjoyable ride. During the week Graham Arkle arrived with his Stalwart plus we had a number of GPA's which was great. Unfortunately Deborah Birrell was unable to bring the DUKW this year.

Deborah gave me the following report:

Having had the hydrovac rebuilt we found that we had 2 wheel cylinders sticking – a side effect of having brakes that worked! We managed to free them up and they were OK when we checked them. As we started on the 90Km drive to Corowa one became stuck again. At the first stop to check the vehicle we found we had a very hot wheel. The brake could not be freed up so we phoned a friend and left her in Barooga. Frustratingly, when we went to collect the grand old lady, the brake had freed up!

Trevor Vuillermin provided the following report for me:

We all had a great Week at Corowa. I enjoyed swimming the LARC, and next year will endeavour to get more lifejackets. For a first timer, we were made to feel welcome and felt at home. Work permitting, will almost certainly be back.

I have owned this machine since June last year, and have spent most of the Summer getting to the point of being seaworthy. I plan some more overhaul work over the winter, so I can use it more over the next Summer. The machine was built in 1963, as part of 968 originally built. 550 were left behind and “sunk” after the Vietnam war. There are a few used as tourist machines around Australia, and a handful in private hands. The Australian Army retains a small fleet as do some others in US, Phillipines and Argentina.

Trevor has another LARC for sale at \$50,000.

Another interesting call I received came from Alan Blackwell who entered a Fiat. He arrived on Monday and was able to get a permit for the vehicle from the local RMS. The FIAT SPA TL37 was a gun tractor used by the Italian army in the WW2 North Africa campaign. Two were captured and brought to Australia and they were both later used during the war in New Guinea. The owner has remains of the other one as well. Powered by a 4 litre engine, it has permanent 4wd with a central differential in the transfer case with separate drive shafts to each wheel as well as 4 wheel steering.



We were fortunate to have Kristian Kemper from Everyman with us from Monday to Saturday. For a donation he provided coffee, tea, soft drinks, chips, chocolates, etc. During the day and night he played movies alongside the Radar van site office.

On Tuesday Troy and I celebrated our first Wedding Anniversary. After going out to lunch we organised a ride with Manfred in his GPA down the river and came out at the boat ramp where we celebrated for an hour or so. Thanks to Manfred and all who came down for the celebration.

From Tuesday, Ann Penhallow did the Daily Dispatches. She put information together during the day and then went over to the Council and had them printed. A number of the children helped hand them out each afternoon. What we would like is for a person each day to quickly write a report on the activities that took place and give to Ann so they can be included.

BARANDUDA PRIMARY 2017- trip report by a participant

Close on the entire school compliment of 260 children sat quietly (for a few minutes at least) and absorbed the brief presentations by two of our KVE members, on Wednesday 15 March 2017. On display were two Jeeps. One a genuine World War 2 model which had seen a variety of encounters. The other, a modern one with all the luxuries you might expect to find in the current model. The children were told the only external similarities were the slats in the grill and the fold-down windscreen.

Ros Hooper, the Defence School Transition Aid did a sterling job of organising her charges so that each child had the opportunity to hear something about the history of the Jeep and ask questions. Following question time was ‘show and clamber’.

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Swarm' was perhaps the operative word with the children eagerly inspecting both the old and new models. The old Jeep did attract more attention than the 70 year later model. Both vehicles received careful inspection and every knob, switch and button was turned, flicked and pressed hundreds and hundreds of times. And that was just from the staff! The children also were excited and interested to see how things worked.

The zealous pupils asked many intelligent questions about the theatres of war in which the Jeep was used, the weight of the vehicle and why it was so popular. All these questions were answered so all could comprehend and hopefully remember.

A progressive primary school, their code is be responsible, be a learner, be respectful and be your best. Covering foundation to year 6 the fairly new buildings and surrounds were certainly consistent with good learning and a basis for the future.

As it was a warm day, we were thankful that all these 'hands-on' activities were held under cover in the shade. All in all it was an excellent two hours where the participants enjoyed the experience as much as the staff and children.

We are thankful to Ros for her input and organisation in the event.

Another trip that was organised on Wednesday was a tour of the Army Museum at Bandiana. We went on the morning visit and then went out to see Bill Tooles Bunker in the afternoon. A convoy of vehicles departed from outside Uncle Toby's at Wahgunyah and arrived at Bandiana around 10am. Due to the strict procedures we had to follow, our names were checked off a list. There were a few people who had not signed up prior to Friday 10th March and next year people will have to follow the procedures laid down. We got into the back of an International and were taken to the park area opposite the entrance to the museum. No photos were allowed to be taken while outside the museum but once inside there were camera flashes going off everywhere. Fortunately the museum has been well maintained and the only way to visit is by making contact and organising a tour. Many thanks to Mick Morrissey and also to Scott Norman, Ben Hemmings, and Paul Dekmetzian who assisted Mick and organised a wonderful BBQ lunch. Next year Mick has decided to collect the entry fee / donations prior to arrival (at the FUP) If we ask \$5 per person and \$10 per family, it would be a nice contribution to hand over to the museum.



Collecting prior to the visit would stream line the admin and get those attending inside more quickly. He will also ask if it will be possible for the visitors to inspect the outside displays. With the registration, he would like to tighten it up so that those wishing to attend are notified prior to the last Friday prior and any final comers have the Friday at the latest. He thinks it would be sufficient to have a morning visit from 10:30 for 3 or so hours. A convoy return would depart Bandiana at 14:30 so that those wishing to visit Tooles can still do so and return to Corowa with the group.

Some of us headed out to Baranduda to take a look at Bill's Bunker. What an amazing place. I am sure that most who went purchased something. I had previously seen the Aussie Picker episode and decided that for the first time I would take a look and of course I ended up purchasing a few things. The ANSETT airlines silverware and crockery took my interest. I was looking for some women's uniforms but didn't find anything suitable. Upon returning to the Site Office on Wednesday afternoon we were met by Makere and Rob Beale. They had come out for the event from New Zealand.

Rick Cove has sent a report on the school visit:

KVE usually arranges a visit to a school in the area surrounding Corowa to show the children our ex-military vehicles and to explain their use. This year we went to visit the Corowa High School for the first time. More than 15 vehicles took part and were escorted, by Neville Smith in his Bren gun carrier, through the back streets of Corowa.

2017 Corowa Swim-In Report - cont'd

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The high school students were very interested in the Studebaker fire truck, the 5 or 6 Jeeps, 2 x Land Rover 6x6's, a Land Rover forward control vehicle and another more standard Land Rover as well as a Dodge WC and a LARC-V, (Lighter, Amphibious Resupply, Cargo, 5 ton). The LARC was not at home in the narrow streets leading up to the school but made it without mishap. Students were seen clambering over and into most of the vehicles, especially the LARC as they had never seen something that large or unusual.

After leaving the High School, most vehicles proceeded to the off road carrier track set up by KVE at the rear of the Showground area. The Showground Committee were more than happy to provide the land for KVE's use as they needed to display to the Shire that the extra land was actually being used. Let's hope that we are able to use the area more often for KVE purposes at future events.

The Carrier run to the back paddock left slightly later. KVE had organised with the Showgrounds Trust to use a paddock behind the Showgrounds. This area was set up prior to Thursday. Harvey Black, David Smith, Neville Smith and Maurice Wilson dug trenches, made obstacles out of old telecom poles and erected signs. Coates Hire donated a toilet which was taken to the various carrier event locations. There was the FV432, Wayne Lane's Carrier, a number of Jeeps and Land Rovers. They got up to Federation Avenue when the Carrier had to pull over due to mechanical problems. Nick Stuart offered to give him a tow.

Nick Stuart offered to give him a tow.

Wayne Lane provided the following information:

It was a minor road side adjustment. I think would be better given the Carrier has less than 5km on the speedo since restoration was finished and the Corowa trip I put down

as being it's maiden voyage. I would have rather have brought my seasoned Aussie Carrier but decided to add variety with the English one, the problem with the carrier on Thursday was the back right brake drum was not releasing properly and was dragging load on the engine causing her to get uncomfortably hot. After re-adjusting



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the brake linkage she successfully returned back to town under her own steam and remained problem free for the rest of the Corowa trip including the successful parade drive. The Corowa trip gave me the opportunity to test for any faults with the Carrier. Over all I was happy with its over all performance and I and all my companions enjoyed the trip thoroughly.

Harvey took the rest of the convoy over to the paddock. After the school visit Neville arrived with his Carrier and a few other vehicles. Some of the other vehicles negotiated the off road course and David Smith driving the Carrier showed how it could be done especially with his father standing in the commander's position and ending up on his butt.

Trip to Wool Marketing – there was a surprising number of vehicles and people who attended the visit to Travis Smith's Store. Approx. 50 people and some were there for 2 hours. It fascinated many of those who attended as he has a display of items that have been collected over the years and these objects were in bales of wool that had come from properties.

Rick Cove has sent a report on the visit:

One of the more interesting visits arranged by KVE during the week of the Corowa Swim-In was to the Corowa Wool Marketing Store. This is where more than 10,000 bales of wool are prepared for market and handled per annum.

A good line up of vehicles were waiting for KVE to lead them to the Wool Store when Jill and I pulled up, but there was no sign of our KVE escort. We were travelling modern so I decided to see if I could find the Wool Store from the vague instructions I had received the day before from KVE member, Neville Smith. We headed past the line up of military vehicles towards the lead vehicle where I was stopped and asked I knew where we were going. Armed with the vague instructions I then led the whole line up of about 30+ vehicles up through town and out towards Albury. Heading out of town but not actually knowing where we were going, meant that we missed the left turn and the whole lot had to go round the roundabout and back to the correct street.

On arrival at the Wool Store we were met by Travis Smith, son of Neville. Travis co-owns the Wool Store. He gave an excellent in-depth talk on the history and activities of the wool sorting and marketing that they undertake. They handle in excess of 10,000 bales per-annum. After picking the bales up on a property and selling them they are opened and cleaned, graded and then repacked and sold off to whoever requires that class of wool. Travis has a wall of strange items found in the bales. These range from the odd boot and tools to rocks and heavy metal objects. Travis said that the occasional sheep dog remains are found and whilst not found by his concern, there has in the past, also been the body of a child who had crawled into a bale for a sleep.

The 65 plus people who attended were extremely interested in the whole talk and demonstration and hundreds of questions were ably answered by Travis. After more than 90 minutes, we thanked him and departed for Ball Park.

Mark Weltner's brother, Glenn decided to run a 4WD trip. 12 vehicles left Corowa and headed towards the Mt Pilot and Beechworth Conservation Reserve. There was Peter Kunz with his Kubelwagon, John Potter with his International, Peter James in his OKA, Mark Weltner and Glenn Weltner in the Canter, Matthew Ratcliffe with his white Land Cruiser, a Landcruiser tray top utility, 5 jeeps, and 2 110 Land Rovers belonging to Troy Creamer and Rod Richards. In the morning the group visited the Mount Pilot aboriginal caves and paintings, the lookout and did the Fire Trail and had lunch at the Eldorado Hotel then visited the dredge. Most of the group headed back to Corowa. Mark, Glenn, Matthew, Makere and Troy continued the 4WD trip to the Woolshed Falls. Makere enjoyed driving the our Land Rover and when there was a mention of doing the 4WD trip or going on the Carrier run she chose the 4WD trip and her father, Rob chose the Carrier run.

REMLR had organised an overnight trip to Blighty. It is on the Riverina Highway between Finley and Deniliquin. They left around 4pm and arrived back prior to lunch on Friday and all appeared to have a good time.

Report from Makere Beale:

Dad has been wanting to come across the ditch for the Corowa Swim-In for years now, and with the theme being Year of the Carrier 2, we decided to make it happen. (Back in 2003, he had one of the 10 carriers at the NZ event that was beaten by the Year of the Carrier in 2005!) I'll admit there was a bit of good old Trans-Tasman rivalry in there – a chance to see if you guys would beat the 30 Bren carriers we amassed here in January 2015.

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Corowa's the first MV event I've been to overseas and it was interesting to compare it with what we do here in NZ. My favourite part of the trip was getting to meet an awesome bunch of people who are also afflicted with the 'green disease,' as well as running into a number of Kiwis we haven't seen in yonks. I enjoyed the opportunity to go off-roading and see a bit of the Australian bush. The swap meet was also great and our bags were full for the return flight home.

If you have plans to travel to NZ, take a look at our club website www.nzmvc.org.nz and check out the Events and Contacts pages. There are branch events run throughout the year and our National Rally is held at Easter in a different location every year hosted by one of our branches. We would like to repay the hospitality we received on our visit to Corowa.

Makere and Rob Beale rob.bl@xtra.co.nz

The annual BBQ for KVE members and family was held on the Friday morning in Ball Park approximately seventy persons attended. The purpose of the BBQ is for members to meet and greet other members, also the committee wish to show their appreciation for the help received during the running of the event for the week.

Brian would like to thank his assistants Robin Stephens, Greg Stephens, Kevin Joyce and Max Mann on the morning of the barbeque for the setting up and cooking while he was up the town collecting the meat, eggs and bread. He also wanted to thanks the butcher, Meat on the Murray and the supermarket IGA for their support of KVE.

At 10am the vehicles lined up for the trip to Maurice Wilson's. I stayed back to welcome the staff including Mary Jane Jaksetic and the intellectually disabled people from Kalianna. Many thanks to Mitch Groves and Manfred who gave them a ride in their GPA's.

There was a long convoy to Maurice's and fortunately the weather was great. Vehicles had an opportunity to drive through some of the tracks down to the river. Scott Hough's carrier broke down and had to be recovered.

Scott Hough wrote the following report on his dramas:

We drove it out on Friday to the driving course and got into the property and to the river to watch the amphibious vehicle being rescued by a Dodge and then she started being "Brenda the Bitch", we had a major problem with the ignition, I had fitted a new electronic ignition and it could not stand the extreme heat in the armoured engine bay! We managed to limp it out to the house with many foul words said and had to recover it from there with my green Peterbilt truck, end of adventure! So we did the parade in my jeep instead unfortunately.

Shortly after 11am I made my way to Maurice Wilson's and were alerted to the fact that the Stalwart was bogged. I just missed out on seeing Simon Allen using his Dodge to winch it out. I went back to the area where the Land Rover's had gathered and then we decided to go for lunch at the Chocolate and Whisky Factory.

The following is a report by a person who wished to be nameless regarding the trip to Maurice Wilson's property:

The morning started with a hearty breakfast consisting of bacon and egg rolls at Ball Park Caravan Park. Following breakfast, we all assembled at the entrance to the footy club opposite. Then, on command, the convoy rumbled the few kilometres to Maurice Wilson's property 'Widgeon'. At the entrance to his property, Maurice addressed the participants on the need for fire safety, particular cigarettes, as well as sparks and heat from exhaust pipes.

In single file the troop negotiated the fine dust for three kilometres to the banks of the Murray River. The scene was idyllic. A fine day, sunshine and the flowing waters of a mighty river. It was almost too much. And for one



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vehicle, an Alvis Stalwart carrier it was certainly too much! The massive six-wheeled vehicle complete with adults and children, all wearing safety vests, was all set for a demonstration of precision maritime navigation and manoeuvrability on the Murray River. Unfortunately for those on board, the river had other ideas! About 2.63 metres into the water Alvis Stalwart became Alvis Motionless. Bogged is such a harsh word.



Realising that they could go neither forward or backwards, the captain

initiated a 'mayday'. First the 'women and children' were lifted to safety leaving only a skeleton crew on the stricken vessel. The 'mayday' was answered in the form of a Dodge command car which, to the relief of the interested bystanders, had a winch. All fixed...well not quite. Physics dictates that when two objects are pulling toward each other, the heavier object will remain stationary and the lighter object will be pulled toward it. So it was with the first rescue effort.

The second effort was slightly better with a sling used around a stump and attached to the land vehicle. Unfortunately, the stump moved also resulting in the Alvis remaining stranded. The third attempt worked and the Alvis was extricated from the watery depths much to the cheers and applause of the relieved onlookers. No one was injured, no lives were lost, it was just bad luck that it happened to be the wrong place to mount an aquatic assault. The boys involved in the extraction did an excellent job combining cables, slings and snatch blocks. They had a dampener on the cable and followed all relevant safety precautions such as ensuring the bystanders stood back a safe distance. The morning was most entertaining and educational with the Murray River winning on the day.

One of the rarer vehicles was a 1940 KB International. **Geoff Naylor gave me the following report:**

I have had it for 25 years and did a mechanical resto on it over some months back in the day. I have some 10 trucks but have a real soft spot for this truck. It has been a good film truck and has been in at least 10 feature films. Sometimes painted different colours. I plan to take her to Darwin in 2020.



Friday night we had a parade briefing followed by Deborah Birrell's talk regarding her Kokoda experience. Doug Draeger also spoke on his plans for the 2020 Back To the Track Trip. The

Corowa Football club provided a delicious 2 course meal and during the night we had 3 donated items which we auctioned. The first was a quilt made by Diana Rolfe and there were two jeep parts donated by Nigel Ward. Many thanks for a great night. If anyone has suggestions on a person who may like to be a guest speaker in the future please let me know.

Saturday – is the main day with the parade, swap meet, vehicle display and activities down by the river. The paddock behind the showgrounds was also available but it didn't appear that anyone wanted to use it. The parade was impressive with approximately 200 vehicles. Each year we fine tune things and the comments from locals were very positive. The swap meet was run again by Jan McKenna and she did a

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great job organising people. There were approximately the same number of stalls as last year. Due to the large number of vehicles we decided to set up the groups slightly differently for the photo.

Mick Downing from Corowa Tree Care came along with his Cherrypicker so some aerial shots could be taken. Corowa Rotary Club put on a great BBQ catering for breakfast and lunch.

Participants all had Voting forms and nominated KVE members checked the forms after 12 MD on Saturday. We would prefer the participants have the choice of who gets the awards rather than a member of KVE. There were very few voting forms in the Suggestion Tin this year so if you think you deserve an award fill out the form next year.

Awards were given to:

1. **Mal Mackay Memorial Award:** This award will be given to an individual who appears to get the most enjoyment out of being at Corowa. **John Mackie**
2. **Hard Luck award:** Went to **Deborah Birrell** who had a brake problem in the DUKW on the way to Corowa and meant it had to be left half way.
3. **Breakdown Award: Wayne Lane.** He was the only carrier going on the Thursday trip in the convoy to the off-road course and broke down half way and had to return to Ball Park
4. **Longest distance driven in a military vehicle: Gary Schluter** from WA.
5. **Encouragement Award: Makere Beale** made the trip from New Zealand with her father Rob. She arrived on the Wednesday afternoon and was very enthusiastic and helped on the site office and went 4WD on Thursday and arrived back driving a Land Rover
6. **Vehicle - People's Choice For your favourite vehicle** attending this year. **Fiat SPA TL37 Gun Tractor** owned by **Alan Blackwell**
7. **Carrier - People's Choice:** For your favourite Carrier attending this year. Two awards were given to the carrier theme vehicles. The **LP2** owned by **Robin Mawson** and driven by **Chris Munford** and the second award was given to **Mark Young** for his **LP2A carrier**.
8. **International - People's Choice:** For your favourite International vehicle attending this year. Two awards were given to the International theme vehicles. The **International F5 wrecker** owned by **Chris Watson** and the **WW2 KB International** owned by **Geoff Naylor**.

KVE also organise Appreciation Award plaques for people who have assisted us at the event or over the past 12 months. We handed out some during the week and others were handed out on Saturday night. On both Friday night and Saturday night Doug Draeger talked to participants about the event he is organising in 2020 titled Back to the Track 2020. There were a number of people who were interested in hearing the current plans and what Doug is also hoping to organise. He can be contacted by phone on: 0428 676 741 or email: dougdraeger@hotmail.com If anyone missed this opportunity please make contact with him ASAP so he can keep you posted on his plans.

There was a wide range of interesting amphibious vehicles with 5 GPA's, a LARC 5 and an Alvis Stalwart. We had a number of people from overseas. From the UK we had Richard Farrant and Mike and Colleen Jackson. From New Zealand we had Clark Ross, John and Bev Cameron, Makere and Rob Beale and also seen was Reg Gibson. It is always good to hear a report from people who haven't attended Corowa before. Mike wrote the following for me.

38th Annual Corowa Swim-In written by Mike and Colleen Jackson

According to an internet route planner it's a mere 27,248 kms from Redlynch, Somerset, England to "the Murray's green banks" at Corowa – a trip not to be undertaken lightly. But there comes a time in one's life when the bucket list has to be addressed seriously – hence my wife (a Queenslander) and I turning up for the KVE gathering. It may be that it was the trip of a lifetime, but it was, from my perspective, very worthwhile.

Despite having been a Jeep owner since April 1970 I have been to only a few such gatherings – all much smaller in scale and based on southwest England agricultural shows and the annual Air Show at RNAS Yeovilton. So the scale of the Corowa gathering was quite overwhelming and the variety of vehicles remarkable. I was particularly impressed by the assembly of Carriers (Local Pattern) – my sincere thanks to the owner of one who offered me a ride around Maurice Wilson's property. Quite how men actually went to war in such machines I shall never know, but they were apparently quite highly regarded by most soldiers who used them. KV's aside, we both thought that Corowa was a delightful country town – civic pride at its best, well kept and obviously well-loved by its people.

2017 Corowa Swim-In Report - cont'd

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We got the impression, particularly on the Saturday morning parade, that the vehicles, their owners and families were very welcome in the town. Local businesses must be pleased to have such interesting customers and the VB Gold flowed like water. We enjoyed our brief visit very much. Many thanks to all the KV Enthusiasts and, in particular, Committee members Jan – for making the introductions - and Max – for adroitly facilitating our motel room. And finally, my thanks to Bill Etheridge who (almost) converted me to the MUTT!

There was a wide choice of opportunities for those who wanted to participate in activities.

On Sunday we had a KVE General Meeting and an AGM. The office bearers are now:

President: Richard Farrant

Vice President: Scott Rough

Treasurer: Max Mann

Secretary and Public Relations: Jan Thompson-Creamer

Governance Officer: John Gordon

Membership Secretary: Melinda Ojalen

Committee: Neville Smith, Harvey Black, Kel Baxter, Brian Healey

Editor: Richard Farrant

At the end of the event we are privileged to receive coverage in the Corowa Free Press: -

<http://www.corowafreepress.com.au/2017/03/22/796/kve-swim-in-spectacular>

The theme for 2018 is Year of the Land Rover. We looked at statistics comparing the number of Land Rovers in attendance since 2008. Will the Jeep numbers again succeed over the number of Land Rovers?? We know there have been many recent sales of Land Rovers through auction and privately so for those who own a Land Rover we hope to see it next year.

2008 23 Land Rovers to 58 Jeeps

2013 25 Land Rovers to 71 Jeeps

2009 22 Land Rovers to 45 Jeeps

2014 32 Land Rovers to 74 Jeeps

2010 24 Land Rovers to 180 Jeeps

2015 40 Land Rovers to 79 Jeeps

2011 48 Land Rovers to 65 Jeeps

2016 30 Land Rovers to 81 Jeeps

2012 19 Land Rovers to 66 Jeeps

2017 41 Land Rovers to 80 Jeeps

We are aiming to contact Land Rover Clubs to see if we can publicise the event to people who own military Land Rovers. We also encourage people with all types of military vehicles to attend every year.

Dates for future Swim-In events at Corowa:

2018: 12-18th March – Year of the Land Rover

2019: 11-18th March – Year of the Amphibian and Year of Prototype (this is also the 40th Year of the Swim-In)

2020: 9-16th March – Year of the Motorcycle (40th Anniversary of the Corowa Swim-In)

2021: 8-15th March – Year of the Jeep (celebrating 80 years of the Jeep).

To be kept up to date with Swim-In news please make sure you are on our database. The easiest way is to send an email to: kveinc@optusnet.com.au or phone Jan on 0412 078 096.

Due to another event occurring in Victoria at the same time there were a number of people who made contact with me as they were upset at being charged higher than normal room rates. We recommend pre-booking your accommodation from one year to the next and sometimes a deposit is required and if you can't attend this deposit is usually refunded with adequate notice.

We commence organising our participant packs months prior to the event as we have to pre-order items such as caps, plaques, Special Edition newsletters and stickers. We would appreciate people entering the event ASAP so we can get approximate numbers at least 2 months before the event. If you pre-register and are unable to attend we can either offer you a refund or put your entry towards the following year so please don't hold back to the last minute and enter then as it may be too late.

We were very pleased with the number of attendees and the positive comments we received from both visitors and participants. Hope you have had time to read your Special Edition Newsletter and just remember to read it when it is handed to you as it had all the details of trips, meeting times and locations along with interesting articles. In the participant packs there are also Voting forms, an entry form for the following year, a sticker to advertise the following year and some vouchers for local businesses.

Report by Jan Thompson-Creamer

More comments on this year's Swim-In

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Messages received and some seen on the internet

Hayley & Trent Keith:

Had a great mini getaway! Kids had so much fun and Trent and I met some great people too! Thanks for the memories Corowa see you next year for sure.

Pauline Somers:

John and his friend had a wonderful time at Corowa.

Mark & Rachael Young:

Thank you and the organisers of Corowa Swim-In. We met some lovely people, showed off our GMC and our Bren Gun Carrier and enjoyed the activities over the week. Can't thank you all enough for the fantastic time and we are really looking forward to next year.

Trevor Vuillermin:

We had a great week at Corowa. I enjoyed swimming the LARC. For a first timer, we were made to feel welcome and felt at home. Work permitting, will almost certainly be back.

Shane Hodby:

Thank you and congratulations on another successful Corowa. I am already looking forward to next year.

Tony Elliott (on MLU forum):

Had a ball at Corowa Great to meet some new young enthusiasts and see the same old faces as well. Just not enough time to spend with everyone you'd like to.

Richard Coutts-Smith (on MLU forum):

Back from Corowa, another terrific event, and my hats off to all the organising crew. Particular favourite was the lunchtime entertainment laid on for the Friday trip to Wilson's farm. Full credit to the Dodge!

Robert Pearce (on MLU forum):

Back home after another Corowa trip. Thank you to the volunteers who kept the Site Office running.

Adrian Nieckarz (in WVCG newsletter):

The casual and laid back atmosphere in "South Australian Corner" was again a pleasure to be part of, renewing old acquaintances and meeting new people. Listening to the sounds of Carriers roaring up and down the back road - music to the ears! The usual variety of 'horse traders' were to be found dotted around the grounds of Ball Park, many good opportunities to stop and have a chat with like minded people.



COROWA
RSL CLUB

KVE gives special thanks to
Corowa RSL Club for their
generous support of the 2017
Annual GPA Swim-In.

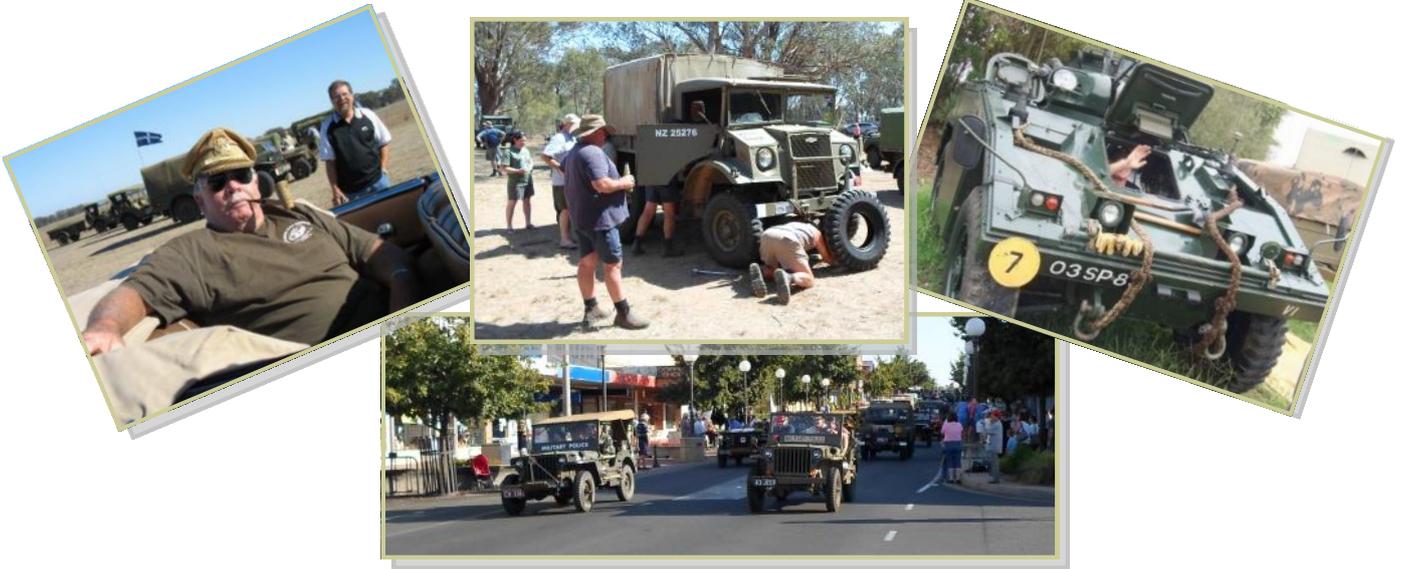
Corowa RSL Club Ltd
PO Box 356 Corowa 2646

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

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abn 28 001 066 628
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40th Year and 40th Anniversary Celebrations: 2019 and 2020



We are planning a celebration book to mark 40 years of the Swim-In at Corowa and need your help to make it something special.

Whether it is stories, anecdotes, photos, film or video. Anything that captured the spirit of the event. We all have something to tell. Also we would like personal profiles of those that attended over the years and of their vehicles. We will combine this with reports through the 40 years.

Jan Thompson-Creamer, Richard Farrant and John Gordon are planning to write the book on 40 years of the Corowa Swim-In. This will be available at the 2020 event which is actually the 40th Anniversary and will encapsulate from 1980-2019.

We will appreciate any assistance to provide us with photos and stories, no matter how small or large they may be.

Jan has stories from a large number of people but there may be others who have stories to share so if you think you may have something of interest please start now to share this.

See form on page 45

Email: kveinc@optusnet.com.au

or post to: KVE Secretary, 9/1 Millett Rd, Mosman 2088.

With the original concept of the event being for amphibious vehicles we will be going back to that theme for 2019.

40th Anniversary book prelude

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From the archives, we have this report of the first Swim-In event at Corowa and the 40th anniversary book will have this and much more in it along with photos. We are asking for anyone with stories to tell, photos, video, movies, reports or whatever to contact Jan or Richard so that it can be included. The following is something to whet your appetite.

1980 - Report on the first Swim-In at Corowa

Those who had arrived earlier in the week certainly hadn't wasted any time in shopping (Upton's, local wreckers etc.). Scattered throughout the campsite were bits and pieces of military equipment – even a GPA rear seat and fuel tank had been unearthed locally. Even more impressive was the large number of WW2 vehicles. Jeeps, Amphibious Jeeps, 6X6's Weapons Carriers, Blitz ambulance, ferret, Land Rovers – a glorious sight.

The \$53 Seep that I wrote about in our October 1973 newsletter was there. Its owner, Cameron Smith, confirmed the story. For those who don't know the story: late in 1972, Cameron noticed the front of the Seep jutting out of a shed on a Yass property at which a clearance sale was held. Cameron turned up on the day of the auction hoping to buy the Seep; but certainly not for a mere \$53. The auctioneer called for \$2000 – no bidders – still no bidders at \$500. Eventually, in desperation, he started at \$2... and so, for the sum of \$53, Cameron went home with the GPA in mint condition. Once home, Cameron decided to restore it, but everything he touched was new – even the engine still showed hone marks. So everything was taken out, cleaned, and replaced... At about the time of the auction the following advertisement was appearing regularly in a Sydney newspaper – Wanted. Amphibious Jeep, will pay \$5000.

Quite early in the show after one of our numerous trips to the local junk yards Peter started up the GPA and was greeted with a hell of a clattering sound from the motor. He was able to drive back to the caravan park where he removed the head and found that No.2 exhaust valve had blown out and had ground the seat to pieces, blowing bits into the muffler no doubt. Now this did not make Peter a very happy man and he worried about it until Colin Anderson came to the rescue with his truck and car float and carried the GPA into Albury where Repco fitted a new seat, vibro-synchro honed it, faced the valves (No.3 exhaust was also crook), and surface ground the Head. So, by about 1630hrs, they were back on the road to camp again. Next morning everything was put back together again and the little machine ran as sweet as a nut. Later on that day (Thursday) the other lads turned up and the others we had to wait on were the King family and Dave Brown.

Several trips were made to local wrecking (junk) yards and lots of interesting junk was purchased (all good junk) with Phil Rider cornering the rocket launcher market, with Geoff being heavy into Bren Carrier bits. Tom Dwyer from Tassie and Colin Anderson were just mad about everything they saw and bought up, a barrel of fun. Alan Barker had a good find of a quantity of petrol gauges.

Dave eventually arrived at Corowa at about 13.30hrs on the Friday and not knowing where to go, drove to the Police Station to ask where the caravan park was. When he went in to enquire the constable behind the desk started to tremble, his eyes glazed over, he started to dribble a lot and he shook his head in his hands muttering “No! Not more of them”. “Hullo, hullo, what have the lads been up to here” thought Dave and after finding out the directions couldn't wait to get there. Upon arrival about the only person around was Bob McCann who seemed to be suffering from a headache and had a distinctly shaky appearance about him.

In the meantime the “swim-in” had commenced with GPAs popping in and out of the water as if they were made for it. Alan Newton from South Australia had been working his rear end off to get his GPA in enough of one piece to take to the water, which he did to a round of applause from Peter Short. That night saw the night exercises conducted on the river and it must have made an interesting sight for the motorists crossing the bridge seeing headlights, taillights, brake lights and blinkers in the river below them. It was great fun. A GPA race was organized on the Sunday and let it be known that your miserable Secretary donated one dozen cans for first prize. Dave flagged away a fleet of four GPA's on a course from the start line, up to the bridge some 400 yards away, round a pylon and then returning to the start line. Geoff's beer was safe as Peter Short won the race.

On Sunday, all military vehicles paraded up the main street of Corowa but the highlight of the weekend was the Jeep trailer race, both ways, across the inlet at the caravan park. The NSW club had challenged us and of course, we accepted. (Bearing in mind our motto: if you can't win fairly, cheat.) On the return journey across the inlet, both vessels were neck and neck, their crews of 4 paddling frantically with their hands. Because of their closeness, water was being splashed over both crews. The intensity of the splashing grew until handfuls of water were being thrown into the opposing trailers in an effort to sink them. When this failed, both teams, except for the captains, dived into the water and proceeded to capsize the trailers. The VMVC team was victorious in sinking the NSW trailer. Andrew Browne was doubled over laughing hysterically when the NSW trailer went down, but you should have seen the sudden change in his expression when the AMVCS sunk the Victorian trailer – it was his. VMVC tradition was upheld in grand style by Col Anderson, captain of the Vic trailer. As it went down, event though he was the only person on board, he very professionally gave the order to 'Abandon Ship', stood rigidly to attention, saluting, and in that position promptly disappeared beneath the water.

40th anniversary book prelude - cont'd

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The previous paragraph on Trailer race appears to be from a Victorian club member, the following version of the antics is from an AMVCS (NSW) club member:

A Jeep trailer race was suggested and without further ado the Victorians were challenged and they accepted with extreme delight. Two teams of four men were selected, one team for each trailer, and the race was on. Each trailer mad a high speed entry into the water and the four team members had to swim alongside towing the trailer through the water. After about 75 yards they had to bring their respective trailers ashore on a spit of land, pull it through 15 yards of soft sand and the race was over with a very exhausted N.S.W. team just scraping in the winners. A challenge was made for the return run with the crew members sitting in their trailers and paddling them. Into the water again and about halfway across sabotage struck with one of the Victorian members diving overboard, swimming over to our trailer and upsetting it, causing it to sink rather rapidly. Not to be outdone the action was reciprocated and the Victorian trailer went for the deep six. Colin Anderson, as captain of the Victorian team maintained the true traditions of the sea and went down with his trailer, standing rigidly to attention and saluting his retreating crew who had all left him to his own devices. Luckily for us we had tied an inflated inner-tube onto the trailer with a piece of rope and so knew where it was and it was out of the water in short order. Not so for the Victorians though. Much duck diving took place and the trailer was eventually found by Ronald King. Tom Rolfe in the meantime was floating in the near vicinity in his rubber NRMA boat – just in case.

Sunday night, the last night, was enjoyed sitting around with members of other clubs from the different states, enjoying a last chin-wag. The majority of our lads headed off the next day for Sydney. Peter and Geoff ventured a bit further a field to check on another vehicle. This lead came to a dead-end but Geoff (eagle eyes) Denniss spotted a couple of cut up Bren Carriers on a farm so he made himself known to the owner to ask if he could get some pictures and the serial numbers. According to Geoff they were really in a very bad way.

We hope this whetted your appetite and if you think you can relate stories from Swim-In events over the years we will be very pleased to receive them as well as photos of people there, vehicles and any antics they got up to. They need not be as long as this, anything you think would be interesting, and we can help put it together for you if need be.

WANTED - Parts for an Alvis Saladin

We are in the process of making our Alvis Saladin in British Columbia, Canada a runner and are having a very hard time locating the final parts for our exhaust system. I have contacted most of the well established military vehicle parts suppliers in the UK and Tim Vibert at Empire Trading, all to no avail. Would it be possible for you to forward this email to the members of your society that maybe able to help us?

Any help or suggestions would be greatly appreciated. Parts required as below:

Pipe Exhaust (Bottom)	NSN: 2990-99-813-9668
Pipe Exhaust (Top)	NSN: 2990-99-813-9667
Pipe Exhaust Bottom Branch	NSN: 2990-99-813-9665
Pipe Exhaust Top Branch	NSN: 2990-99-813-9666
Elbow Silencer	NSN: 2990-99-813-9670
Heat Shield Exhaust (Bottom)	NSN: 2990-99-813-9650
Heat Shield Exhaust (Top)	NSN: 2990-99-813-9644

Glen A. Braid
 For: International Movie Services
 Aldergrove, British Columbia, Canada.
 (604) 856-8072 IMS@telus.net



Common Faults, Precautions & Maintenance

General Comments

Manuals

Most available from REMLR web site - Use combined & revised Parts List dated 1999.

Specifications & Manuals

Available from AFM web site. <http://afmsafety.com.au/safety/landrover4x4/>

Many updated maintenance instructions available.

Parts

Most available from Land Rover dealer, however dealers usually do not have Perentie Parts Manuals.

Request parts by Part No. - Parts with low demand can be very expensive

There are several businesses who can supply OEM and non-OEM parts.

Request parts by Part No. - Can be much cheaper, but some parts poor quality.

Engine Parts

Available from Isuzu dealer. - Need to quote Part No.

Not for special parts made to LR specification.

Registration

For vehicles sold in NSW and to be registered in NSW, the process is simple. Just take the Blue Slip along with your Green Slip to the Motor Registry, pay lots of money and get a pair of new number plates.

For incomplete vehicles which have been repaired and are then to be registered in NSW, you will need to get a Blue Slip inspection.

- This includes a safety check, stolen vehicle check and a design check.
- The problem with the design check is that many Blue Slip inspectors do not know the rules and claim that the Perentie is a standard Land Rover which has been extensively modified by the Army and does not comply with the Australian Design Rules (ADR).
- I was told that the bullbar had to be removed, the tools and brackets on the bonnet had to be removed, the tie-down points on the front and rear had to be cut off, the jerry can holders had to be removed and the taillights had to be raised to the civilian Land Rover position. I was also told that ignition and door locks had to be fitted, which is probably reasonable.
- New rules were legislated in NSW for bullbars, but these only apply to vehicles made after 2002.
- The rule is that for registration, a vehicle has to comply with the design rules in force at the time of original manufacture, which for the Perentie is 1987.
- The vehicles have an Australian Compliance Plate fitted by Land Rover Australia which either lists the applicable ADRs or just states an Approval No. This says the vehicles complied at the date of manufacture and that is all the Blue Slip Inspector and the RMS need to know.
- For vehicles to be registered in other states, the procedure is more difficult, as every vehicle needs a compliance inspection.

I have seen official memos from the authorities in Qld, NT and Tasmania listing all the problems with the Perenties. Problems include; blackout lights, normal lights, protrusions, fitting of "non-technically essential equipment", exhaust system, seating, seat belts, ignition & door locks, pintle hook, suspension, bullbars. They even quote rules dated 1991 and later. Again, the rule is that the vehicle has to comply with the rules in force at the date of manufacture.

Buying

Need to inspect carefully as condition varies.

Defects do not mean the vehicle is no good, just need to take into account in bid price.

Most have a log book with full history. For some the log book only covers the time after a major rebuild. Look for dates of repairs and replacement parts.

Many have speedos with very low km. Generally this does not indicate a vehicle which has had very little use. It appears to be common practice to replace the speedos during a major rebuild.

Most Perenties have covered between 80,000 km and 180,000 km.

Incomplete vehicles can be a good buy, as sometimes they have just had parts scavenged, which may be able to be replaced cheaply. There have been a few Buying Guides written.

Ian Hall's Land Rover Perentie Tips

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Common Faults, Precautions & Maintenance

Body:

Door locks	<p>Cause: Tab screwed in open position</p> <p>Fix: Remove screw on inside of door lock and carefully bend tab out. Fit lock barrel.</p>
Door top loose	<p>Cause: Rusted mounting studs.</p> <p>Fix: Undo two nuts, remove door top. Remove studs from door top using two nuts. Clean rust from studs and tubes in door. Clean up and grease all threads and nuts. Reassemble</p> <p>Precaution: Careful not to break off stud in door top. Try to seal studs to prevent water entering. New design Land Rover seals between door and top are harder to fit.</p>
Sliding windows loose	<p>Cause: Missing felt seals</p> <p>Fix: New felt strips available from LR into channel front and back, Top seal can be fitted with glass in place with difficulty.</p> <p>Precaution: Felt strips may need to be glued in place</p>
Rust in door bottom	<p>Cause: Common LR problem</p> <p>Fix: Thoroughly clean seam at bottom of door map pockets. Apply plenty of fish oil - a thin oil that will penetrate crevices and stop rust.</p>
Dent in door pillar	<p>Cause: Door opening too far. Door stop rubber perished.</p> <p>Fix: Plastic block available as new part and easy to fit.</p>
Door pillar rust	<p>Cause: Pillar can fill with dirt and water.</p> <p>Fix: Ensure pillar drain is clear</p> <p>Precautions: Pillars and bulkheads are steel and not galvanised so very prone to rust.</p>
Heater fan not working and fuse keeps blowing	<p>Cause: Bearing in fan motor seized.</p> <p>Fix: Remove air intake panel on guard, reach in with arm to see if fan is free. If stiff, then remove plastic intake duct and spray behind fan motor with WD40.</p> <p>Precautions: Intake duct has water drain, but this can be blocked with mud. Consider covering air intake if vehicle stored outside.</p>
Heater fan still not working	<p>Cause: Electrical fault or motor seized.</p> <p>Fix: Check wiring that fan is getting power. Remove fan. Unbolt heater assy. from bulkhead. Fan motor and mounting plate can be removed from heater with great difficulty without removing heater from vehicle. Test fan motor. If still seized remove fan blades to oil front bearing - should be able to free up.</p> <p>Precautions: Note that circuit for half speed of fan goes to a large resistor in air duct. Land Rover says only whole heater is available, note that part no. UTP1267 for fan in Perentie manual is wrong. This part number is for an English 24v fan, price quoted for this can be over \$1000. You need a fan for a civilian 110 (Pt. No. RTC4200) which comes as an assembly of motor, mounting plate and rotor for about \$2500</p>
Heater not working properly	<p>Cause: Cables wrongly connected</p> <p>Fix: Temperature cable goes to top of heater box. Air shut off and fan cable goes to side of heater box.</p> <p>Precautions: Drawing in manual has cables in wrong location. Can be difficult to fit cable clip with heater insitu.</p>
Rear stowage boxes full of water	<p>Cause: Failed seals.</p> <p>Fix: seal strip available by metre from Clarke rubber, install onto body before cutting to length.</p> <p>Precautions: Check correct type of seal material, seal on side of strip, not on top.</p>
Chassis rust	<p>Cause: Dirt and salt inside chassis rails.</p> <p>Fix: Hose out chassis and ensure all drain holes are clear.</p> <p>Precautions: Can be difficult to get all dirt out. Galvanised chassis will last forever if free from dirt and salt.</p>

Ian Hall's Land Rover Perentie Tips - cont'd

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Canvas leaking **Cause:** Mould spots
Fix: Remove canopy from vehicle and clean with mould cleaner. Hose, scrub and allow to dry thoroughly. Coat both sides with canvas waterproofing treatment. I had excellent results with Joseph-Lydd Dry-Seal Canvas Water Repellent which can be brushed or sprayed on with turps thinners. Takes 4 litres for one canopy, ordered on-line. New canopies available from Robco (OEM supplier of original canopies) for reasonable price.
Precautions: Check cleaner and canvas treatment to ensure cammo pattern is not bleached too much.

Mechanical:

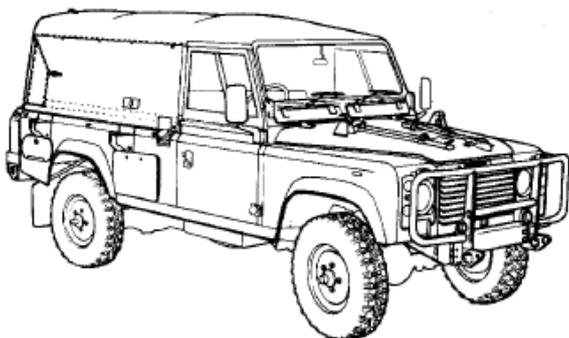
Oil Filter	Cause: Wrong type Fix: Must use full flow type filter, such as Isuzu no. 894321219-1
Engine running roughly	Cause: Fuel sedimentor full of water, dirt or algae. Fix: Remove plastic drain plug and check diesel is clean., if not, remove sediment bowl via small bolt on top. Clean and replace with new gaskets (Note there are two different sized gaskets). Also replace main fuel filter in front of engine and clean small gauze strainer under injector pump. Bleed fuel system at screw on injector pump and banjo fitting on top of filter on engine. Precautions: Clean dirt, water and algae from fuel tank. Carry spare filters and gaskets. Plastic drain plug can easily be broken or cross threaded, Carry spare, or better, a brass 5/16"VW bolt and fibre washer. Bolt needs to be brass not steel to prevent galvanic corrosion. Strainer under injection pump can be difficult to remove and replace due to position near engine mount - may need to undo rubber fuel line. Checking and bleeding fuel system results in diesel going everywhere.
Transfer case oil	Cause: Specified on nameplate as Castrol FMX - not readily available. Fix: Must use engine oil in gearbox and transfer case. Army Specification now states to use OMD115 (same as engine). Precautions: There has been a lot of discussion regarding gearbox and transfer case oils, so check first.
Fuel leaks near tank.	Cause: Split in breather pipe at rear of tank. Fix: Repair and replace as necessary. Precautions: Breather pipe very difficult to access. Cause: Cracked plastic bush for low fuel wire in fuel tank sender. Cause: Hole in top rear of fuel tank due to too long seat mounting bolt used. Precaution: Carefully check seat mounting bolts are not touching the tank - requires removal of panel under driver's seat.
Air filter removal	Cause: Difficult removal of elements when air filter in situ. Fix: Remove inlet and outlet hoses and remove complete air filter assembly from vehicle. Precaution: Need to open bonnet fully (against windscreen) to prevent damage to filter body and bonnet.
Air filter mounting bracket cracked	Cause: Fatigue cracks due to long periods of engine idling. Fix: Replace or weld repair bracket with strengthening piece. Precaution: Don't idle engine too long.
Oil leaks	Cause: Can be common. Fix: Carefully replace oil seals. Precaution: Not always successful first time.
Flywheel drain plug	Cause: Engine rear main oil seal leaking. Fix: Remove plug to check for excessive leaks. Precaution: Always replace plug.
Rear diff filler plug leaking	Cause: Over tightened and stripped thread. Fix: May need new diff cover. Precaution: Do not overtighten as thread easy to strip.

Ian Hall's Land Rover Perentie Tips - cont'd

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Electrical

No ignition key	<p>Fix: Remove blank in ignition switch and fit lock barrel. Can also fit LR combined ignition key and steering lock.</p> <p>Precaution: Without key lock, power can easily be left turned on.</p>
Electrical faults in general	<p>Cause: Corroded electrical connections.</p> <p>Fix: Spray connector with WD40, carefully pull apart, clean and reassemble.</p> <p>Precaution: Bullet outer connectors can be cracked and not hold bullet. New connectors readily available. Brass solder bullets are hard to get, but are preferred to crimp connectors.</p>
Gauges not working properly	<p>Cause: Bad earth connections on gauges.</p> <p>Fix: Carefully remove instrument panel. Earth wires are joined under gauge bracket. Check wire terminals are clean and knurled nut tight.</p> <p>Precaution: Unclip speedo cable from bracket in engine bay above clutch pedal. Careful not to break bottom plastic tabs on instrument panel - can be repaired with a strip of aluminium instead of buying a new instrument panel.</p>
Tail lights not working	<p>Cause: Corroded electrical connections.</p> <p>Fix: Remove small panel in front of tail lights and you will find a mass of wires and connectors. Clean each connector.</p> <p>Precaution: Broken connectors need to be replaced.</p>
Tail lights dim	<p>Cause: Dust in tail light. Missing gasket between lens and body.</p> <p>Fix: New gasket available as Hella part but expensive.</p>
Engine stop / start control corroded	<p>Cause: May fail due to water and mud in plastic bag. Drain hole in bag is not at lowest point.</p> <p>Fix: Remove complete assembly from vehicle (hardest task is to disconnect green wire from plug behind air filter). Carefully unclip plastic bag and remove mechanism. You will find mud and rust in bottom of bag. Clean bag and clean rust off electric motor housing. Paint motor housing and punch hole in bottom corner of plastic bag. Can be bench tested via two wires direct to motor. Reassemble.</p> <p>Precaution: Could also be due to relays and fuse on bulkhead.</p>
Electrical system dead and engine cannot be cranked.	<p>Cause: Short circuit of ignition switch failure.</p> <p>Fix: Remove two small bolts holding engine stop cable to aluminium manifold. Injector pump lever is spring loaded to 'Run' position. Start engine by shorting starter terminals with large screwdriver. Engine can only be stopped by moving lever on injector pump to 'Stop' position.</p> <p>Precaution: This is an emergency procedure to be used only after you have determined that an electrical fault is the only problem. If there is a short circuit, you may need to disconnect main supply wire are starter solenoid. For non-OEM ignition switches, the back can fall off and loose the small ball bearings. Be careful not to cross thread the two small bolts for cable clip on aluminium manifold.</p>



Disclaimer:

These Perentie articles on buying, registration, fault finding and rectification are published in good faith by KVE Inc. for the benefit of present and future owners of these vehicles.

If anyone would like to discuss any points or add more information, please contact Ian Hall, the author of these helpful articles.

Ian Hall : idhall@bigpond.com

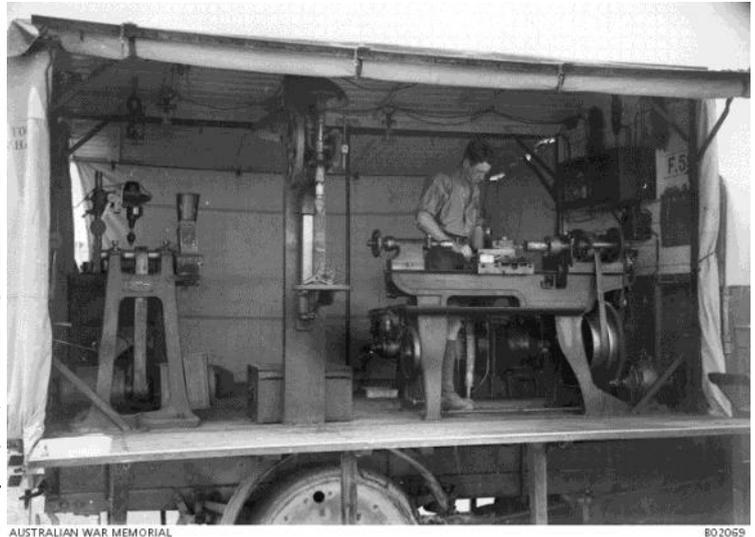


Spanner Trucks: The Evolution of the Land Rover Workshops

By Mike Cecil

Colbert, WA, USA www.michaelkcecil.com

It soon became evident during the earliest days of Australian military mechanisation that some form of self-contained semi-mobile maintenance and repair facility was needed. The workshop lorry and workshop trailer equipped with an array of tools and equipment quickly evolved to fulfil that need. While the combined lorry and trailer was cumbersome and often difficult to manoeuvre while on the move, once in location and attached to a power source, a complete workshop could be established virtually anywhere in a very short time. Being more or less self-contained, there was little need for finding building space in which operate the workshop unit's equipment.



AUSTRALIAN WAR MEMORIAL

802059

Mechanisation during the First World War saw the introduction of the specialised Workshop Lorry for providing maintenance and repair facilities in the field.



AUSTRALIAN WAR MEMORIAL

004227

With the semi-static nature of warfare, the workshop trailer was a logical way to maximise the movement of equipment while minimising the use of expensive lorries as dedicated workshops. One workshop lorry could tow a workshop trailer, rather than having two dedicated lorries for the same load.

from operations in open areas such as North Africa, Greece and Syria to the jungles of New Guinea and the South West Pacific also identified a new need, that of getting basic repair facilities as far forward and close to the front line as possible. The 'Truck ¼ ton' – the highly versatile jeep – was adapted for the purpose, able to get close to the front line long before the track network was developed sufficiently to allow heavier workshop facilities to be moved forward.

During the Second World War, the Australian Army initially continued with the principles established during the previous war, building both workshop trucks and trailers in several specialised configurations. However, the more fluid nature of warfare, combined with the greater off-road mobility of trucks and lack of manoeuvrability of heavy four wheel trailers, saw production of the workshop trailer curtailed in favour of more workshop trucks. The change



The Workshop truck, such as this CMP-based version with its all wheel drive and much greater mobility, combined with the more mobile nature of the Second World War, saw the demise of the cumbersome four wheel workshop trailer. By early 1942, virtually all field workshops were equipped with truck-mounted workshops, the trailers having been returned to Ordnance Vehicle Parks.

Mike Cecil's feature article - cont'd

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The change to jungle warfare saw the development of small, lightweight workshop trucks based upon the ubiquitous jeep. Compact, and with excellent mobility, the workshop jeep could bring maintenance and repair facilities very close to the front line.

The combined Land Rover and trailer were provided with an integral canopy and tentage arrangement that, when erected, provided a fully-enclosed workspace. The tentage could be configured with the sides stretched out for daytime use, thus making a larger covered area, or closed up and light-proof for working after dark.

RAEME provided a list of the requirements for each specialised application, including a list of the tools and equipment to be carried, and how these needed to be accessed, in other words, the most commonly used tools were to be stowed with the easiest access. ADE technicians then set about building wooden mock-ups to fit the equipment in the most efficient way, while still satisfying the accessibility requirements as much as possible.

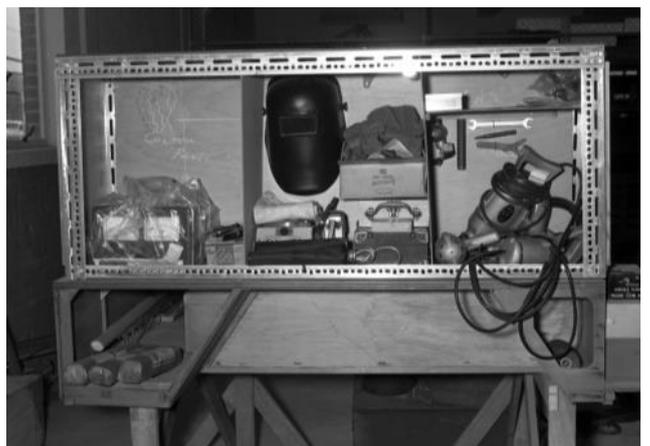
Specialised Land Rover workshop trucks and trailers included the 'Instrument Repair Shop, Truck Mounted, $\frac{3}{4}$ ton GS'; the 'Shop Equipment Utility, Truck Mounted, $\frac{3}{4}$ ton, GS' which was ordinarily combined with the 'Shop Equipment Utility, Trailer Mounted, $\frac{1}{2}$ ton' to form the complete unit; the 'Machine Shop, Truck Mounted, $\frac{3}{4}$ ton, GS' which was equipped with a lathe for providing general engineering facilities in the field; the 'Lubricating and Servicing Unit, Power Operated, Truck Mounted, Light Utility GS' to provide the means for grease and oil replenishment or changes in the field; and the 'Welding Shop, Truck Mounted, $\frac{3}{4}$ ton, GS with winch, Arc/Gas' to provide a general welding capacity for either electric Arc or Oxy-Acetylene gas welding.¹

The mobility of these units also meant that RAEME personnel could deploy to the job if required, rather

In the post-war period, the heavier workshop trucks built on CMP, Studebaker and, later, International chassis continued to be a requirement, but so, too was the need for lighter workshop vehicles. Soon after the quantity introduction of the Land Rover into the Australian Army in 1959, a range of workshop trucks and trailers were developed by the Army Design Establishment (ADE) at Maribyrnong, under project number V206. The project included a workshop base-body for the Land Rover, and a basic platform trailer, both of which were used as the starting point in the development of each of the specialised workshop and maintenance configurations.



The introduction of the $\frac{3}{4}$ ton Land Rover at the end of the 1950s led to the development of a range of specialised workshop vehicles on that chassis, supplemented with a special platform trailer, seen here in timber mock-up stage at ADE in the early 1960s.



ADE engineers mocked up the complete bodywork in timber and Dexion steel framing for each specialised type in order to establish the best use of the stowage space. This is the mock-up of the $\frac{3}{4}$ ton Land Rover welder body in the early stages.

than having to bring an item of disabled equipment to a central workshop location.

With the introduction of the next generation of Land Rovers in 4x4 and 6x6 from the late 1980s, a new series of workshop vehicles based on the greater 2 tonne carrying capacity of the 6x6 were introduced. Again, common bodywork was developed that could be re-configured for specialised workshop applications. There were two basic styles, both manufactured with steel frames and solid fibreglass panels – gone were the days of flapping canvas and rope lacing!

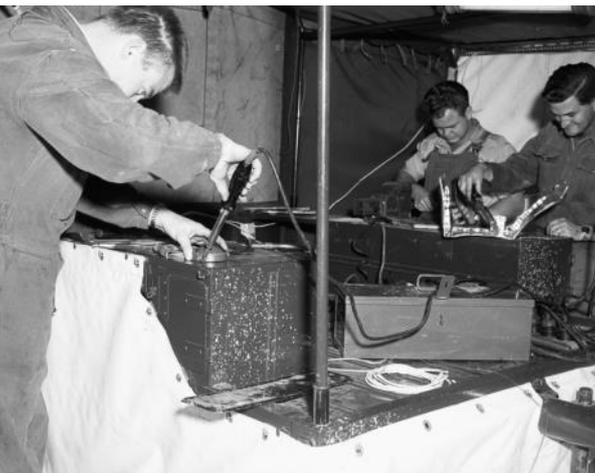


The General Maintenance Vehicle (GMV) had external access to tools and equipment via side and rear doors that could be opened and raised to provide limited shelter, and a work bench that could be folded out on the left side, together with an internal workspace with benches. It was also equipped with a winch. The GMV was for general engineering where broader working space around the vehicle was required, and dust or other contaminants did not present such a problem to the work being undertaken.

ADE, in combination with RAEME personnel, trialed various configurations of the truck-trailer within a fully enclosed canvas canopy to provide an easily deployed, covered workspace. This early trial has the trailer tow bar inside the workspace, whereas the final configuration had the trailer turned around with the tow bar protruding to the rear and not taking up room within the covered area.

The Electronics Repair Vehicle (ERV) had conventional rear-door access to a fully-enclosed workspace equipped with benches and storage. It was not equipped with a winch. The ERV was intended for working on smaller, delicate instruments, optics, and communications equipment in an environment protected from blown-dust or rain.

The respective numbers built were 185 GMV and 52 ERV.² Defence stock numbers were 2320-66-128-5309 for the GMV and 2320-66-128-5310 for the ERV. The first production GMV was registered 50665 and issued to 111th Air Defence Battery equipped with the RBS-70 VLLADS. The first production ERV was registered 50666 and issued to 1st Armoured Regiment equipped with the Leopard AS1 and M113A1 families of vehicles.



Early trials included tests to see how craftsmen could most efficiently use the space and tools to maximise work-flow. Here three craftsmen perform routine workshop tasks within the confines of the workshop shelter during a test at ADE.



The Land Rover Series 2A Workshop with its distinctive platform rear bodywork and raised rear canopy. This vehicle, chassis number 25312707B was configured as a 'Maintenance, Binned' vehicle, a version of the workshop equipped with stowage for multiple small spare parts. It was serving with the RAEME element of 30th Terminal Squadron in the Sydney area.

The development of the Land Rover-based workshops in the early 1960s and 1980s drew heavily upon the legacy of experience from earlier generations stretching back to the First World War. The platform chosen by the Australian Army from the late 1950s, the Land Rover, certainly served with distinction, with regular deployments on exercises across Australia, and operational deployments and humanitarian missions around the globe, including

Mike Cecil's feature article - cont'd

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South Vietnam, Namibia, Rwanda, Somalia, Bougainville and East Timor.

¹There was a wide range of workshop machinery and specialised repair configurations developed for the Land Rover and platform trailer. For more extensive coverage of the variety developed, refer to www.remlr.com – a fantastic and un-equalled on-line resource for military Land Rover owners.

²www.remlr.com 'Land Rover Perentie 110 Information, Land Rover 110 Models and Numbers. The author has been able to account for 182 GMV and 46 ERV.



The introduction of the 'Perentie' 6x6 Land Rover in the late 1980s saw a new generation of hard-cab workshop bodywork built in two basic configurations. This is the General Maintenance Vehicle (GMV) with the large side access doors clearly visible. The door opens upwards to form a canopy over the work bench.



The GMV with the side opened up to form a canopy over the fold-out workbench.



The interior of the GMV provided additional work benches accessed from the large, full width rear door.



An instrument technician repairing communications equipment in the workspace of an ERV. It was essential to minimise the ingress of dust and rain, and to maintain as stable a temperature and humidity regime as possible when working on delicate electronic and optical instruments.

Left:

A craftsman from 171st Aviation Squadron, 5th Aviation Regiment drags a trolley loaded with parts from a Bell UH-1H helicopter across the tarmac of Kieta Airfield, Bougainville during Operation Bel Isi. In the background is the RAEME element's Land Rover GMV outfitted for the maintenance of the four helicopters deployed. The basic GMV or ERV could be configured by the user unit to whatever maintenance role was required. (P Wenham)



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2nd Clarence Town Swim-In & Military Vehicle Rally

'Something for Everyone'

Latest Clarence Town Rally Update on following page >



Thursday 2nd to Sunday 5th November 2017

Held at the Williams River Caravan Park, Durham St., Clarence Town, in NSW.

Projected Activities inc.

4wd Runs - with Guide and maps available

Friday 3rd Nov. : Stockton Bight Run

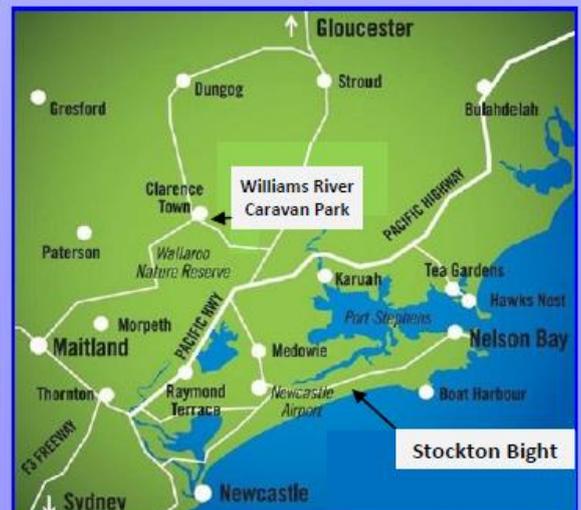
Saturday 4th Nov. : Town Parade

followed by Road Trip to a Hunter Valley town

After the tremendous success of the inaugural event in December 2016, we have been encouraged by the participants to make this an annual event in Clarence Town.

Come along and join the fun.

All ex-military vehicles are welcomed and we have some great runs in the local area. These are various, to suit your ability or vehicle.



For more details, please contact the Organisers:
 Craig Olsen 0438 490 981
 Email: craig@amclawyers.com.au
 Rick Edwards 0407 147 665
redwards@ausgrid.com.au

Supported by:



ClarenceTown Rally - Update

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CLARENCE TOWN SWIM-IN AND RALLY UPDATE

It is now under 6 months to go to the 2nd Clarence Town event. I just wanted to take the opportunity to write to you if you are considering coming to Clarence Town. We need to know approximately how many people are attending so I can advise the caravan park and put the squeeze on the council for temporary amenities if required. It might take time to deal with the council boffins, so early advice would be appreciated. So please email Rick Edwards at: redwards@ausgrid.com.au So I am after numbers of people, not vehicles. But you can let Rick know what vehicle you hope to bring as a matter of interest.

In the next few months we are doing recce 4wd runs in the nearby bush to track certain routes for those that like to get their vehicles dirty. I will provide maps to those that wish to go at their own time, and at their own level of ability. There will also be a guided tour happening with Rob McShane who took last year's adventurers.

So that participants could identify other participants, I thought a certain dress code might be good. I was after a happy theme so I invite those so inclined to wear an Hawaiian shirt on the Saturday. If it is supported well enough, it could become a Saturday tradition. There is a connection between jeeps and Hawaii. In the movie Blue Hawaii, Elvis drove a pink jeep which is still at Graceland. But I am not suggesting for this year or in coming years that we should all dress like Elvis or consider an olive drab conversion to pink. But as I become older and sillier, this might eventually seem like a good idea to me. I would just like to reinforce that there are no service stations at Clarence Town. So be prepared to bring reserve fuel if you think you might need it. The nearest service station is about 20 minutes away at Dungog.

The insurance monster has raised its head as I have been approached by the council to obtain insurance, just so they don't necessarily get sued on their own as the council owns the caravan park. An organisation called Australian National Street Machine Association (ANSMA) has stepped in to support the event with insurance and I am grateful to them. You will see their logo on our promotional flyer from now on. The National President, Garry Warnes is a Hunter Valley local and recognises our fledgling event is an asset to the local area and historical vehicle motoring in general. You can check out the website of ANSMA. If you have any questions, I am happy to talk with anyone any time, however sometimes I can't call back for a while, but I will call back. **0438 490 981.**

Craig Olsen

FOR SALE

Ford Jeep 1943 Engine No. GPW222227 Chassis No: GPW112697

Quite rare Australian Army Engineers that would have had a mounted generator/power source for welding etc. driven off PTO. Shifting plate and PTO included new body fitted but not cut for their installation. All mechanicals renewed and replaced where necessary new wiring...tyres etc. Exceptional value...**\$26,000**

American Willys Trailer

All original except new floor fitted has a few minor dents but in good condition**\$3,500**

Mk 4 International - Good mechanical condition. Choice of 3 bodies –

1/ Full civilian steel tray

2/ Acco back... 2 sleeping bunks... storage area, tarp and bows. Quality accommodation. Carpeted and dust free.

3/ Acco back with troop seats and bows

Chassis No: 4 x 4 xxx.....**\$10,000**

Contact: Graham Meyer 0428 278 945

BLITZ's FOR SALE

Page 33

1941 Cab 12 Ford F60L "El Bunyip" fitted with a Recuperator Service Body which has the numbers 8/41 scratched into the reverse side of the masonite in a couple of places. (Do not know if this was a build date or a body number.) This Cab 12 Blitz is an extremely low mileage vehicle still fitted with its original muffler and fanbelts.

It starts and drives but no brakes at present. There is some rust in the cab, doors etc. and has some civilian switches etc, but really is a restorer's delight. The only major items missing are the engine side plates. I have driven it but not for a few years. More photos are available. **\$4,500.00 ono.**

Rick Cove 0401 278 238



1940 Cab 11 Ford F30S cab/chassis. A very early CMP fitted with Chev diffs front and rear. Basically complete and the cab is fairly straight. Engine side plates are rusty but the rest is pretty good. A bit of cab surface rust. Straight chassis and original fuel tanks. The engine turns over but I have not tried to start it.

(The body on the back is not for sale with this one as it is off my No.6. Artillery Tractor, also for sale.) Your chance to obtain one of the rarest CMP vehicles in the world. **\$3,500.00 ono.**

Rick Cove 0401 278 238



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

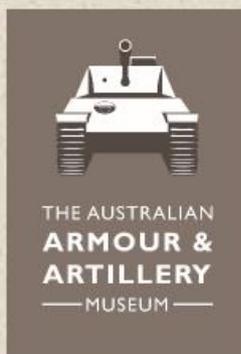


The Australian Armour and Artillery Museum Presents
AUSARMOURFEST

To mark the third anniversary of the Museum's opening and to celebrate Father's Day, we will be holding our second AusArmourfest on the

2nd and 3rd of September 2017

This event will feature approximately 16 historic vehicles running over the course of the weekend allowing visitors to see these vehicles in action as well as purchasing tickets to ride in them on the day. Some confirmed vehicles for this year's AUSARMOURFEST include a **Jagdpanzer 38T (Hetzer), T72, M110 and Leopard** (just to name a few)



"They say seeing a lion in a cage is one thing, but seeing one running free is another matter. For us, the same goes with heavy armoured vehicles!"

Please visit the below link where you will find further information, as well as a short video from last year's event

WWW.AUSARMOUR.COM/AUSARMOURFEST

1145 Kamerunga Road, Smithfield (Cairns) QLD 4878
 Phone: 07 4038 1665 Email: info@ausarmour.com

Accommodation Options in Corowa area

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

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
Riverside Water Front Motel	7-9 Cadel Terrace	Wahgunyah	02 6033 1177
Statesman Motor Inn	2 Edward Street	Corowa	02 6033 2411
Yarrowonga & Border Golf Club	Gulai Street	Mulwala	03 5744 1911
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	Yarrowonga	02 6035 9415
Terminus Flats	Cnr Edward & Sanger Sts	Corowa	02 6033 4071
The Shanty Waterside Cottage	The Shanty, Spring Drive	Corowa	02 6035 3838
The Stable @ Riesling S/Leggero	1/51 Riesling Street	Corowa	0439 456 337
B&B			
Stableford House	22 East Street	Howlong	02 6026 8524
The Old Post Office Howlong	39 Hawkins Street	Howlong	02 6026 8278

Hotels :

The Royal Hotel, 95 Sanger St., Corowa. 02 6033 3760 royalhotelcorowa@westnet.com.au

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

[See following page for local accommodation on Victoria side of the river >](#)

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

Accommodation in Rutherglen

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

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



FOR SALE

1943 GMC CCKW353 Open Cab

Last of the GMC's that starred in films such as 'Great Raid' and 'The Pacific'.

Full restoration carried out. No rust at all. Bearings replaced, all new tyres, canvas and webbing. Always shedded and runs along nicely.

Eng. No. 27023908

Chassis No. CCKW353 416842A2

Currently on club rego - Not transferable. Very good condition. \$25,000

Contact: Graham Meyer 0428 278 945

FOR SALE

1940 Chevrolet Panel Van - Very rare, not seen another. Well known Mobile Cinema Unit. Reconditioned clutch, gearbox and Blue Flame motor. Selling due to ill health. Comes with spares and equipment.

Now \$24,000 ono

Call Andy McFarland on (02) 9130 2935

Located in Sydney.



The Corowa 'Year of' series of DVDs

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

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

Special offer : Year of Chrysler 2 and Year of the Tank + five DVD's of your choice for only \$130 plus post

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

2002 - Year of the Blitz

This is the story of an attempt to establish a Guinness World Record for the largest gathering of privately owned Blitz trucks. Extra features include the **2004 Year of the Dodge** featurette.

2003 - Year of the Studebaker

Colourful and entertaining this documentary covers both the history of the US6 Studebaker and the event. Special feature is the story of the North South road told by veteran army driver Alan Smith.

2005 - Year of the Carrier

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

2006 - Year of the Armoured Car

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

2007 - Year of the Cycle and Staff Car

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

2008 - Year of the Tracked Vehicle

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

2009 - Year of the Amphibian and Blitz 2.

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

2010 - Year of the Jeep

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

2011 — Year of the British & European Vehicles

This DVD covers many of the highlights and stories of this fabulous event. There are 20 profiles of vehicles including German and British motorcycles, softskins and armour as well as an extended story on the star of the show, Rick Cove's 1916 Albion. Just about every vehicle attending is seen in the parade and assembly at the Corowa airport.

2012 - Year of the 6X6

This DVD features all the action of the event, including the parade, display, swap meet and loads of in depth interviews with the owners of these remarkable vehicles. We go through the gears in reverse in an Austin Champ, ride in Dodge 6X6 and GMC. A highlight is excerpts of the talk given by John Belfield about his decades of rescuing and restoring military vehicles.

2013 - Year of the Trailed Equipment and Armoured Vehicle

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

DVD's for Sale

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2014 - Year of WW1 - Year of the Ford

The 'Year of' series of videos has been produced since 2002. In 2014 the twin themes of World War One and Ford vehicles made for an interesting gathering of types, many of which are profiled on this DVD through interviews with the owners, restorers and helpers. This year there is a good selection of vehicles covered inc. Bob Schutt's magnificent restoration of a Ford C11ADF 'Woodie' station wagon, Ken Gehrke's recreation of a Model T Australian light patrol vehicle, Anthony Shorten with his WW1 Dodge recreation and Perentie and many more. There is the spectacle of the parade of vehicles led by Rick Cove's WW1 Albion, as well as the swap meet and display, and action on the Murray River.

2015 - Year of the General Motors and Emergency Vehicle

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

LATEST DVD: 2016 - Year of the Chrysler 2 and Year of the Tank \$35

The 2016 DVD covers this spectacular event from Motorcycles to heavy armour. Featured interviews include Rob Lowden, Managing Director of the Australian Armour and Artillery Museum who brought his operational German Hetzer from Cairns, Peter Kunz with his VW, Ron Sutton and his very rare Dodge 12cwt ute. There's a walk-around of the Carrier trailer, and action on the water and riverside. Other features are Bev and Lang Kidby's talk and of course the parade through the town of Corowa. A special feature is the Corowa wedding of Jan and Troy held at Corowa at the beginning of the week.

Some stills from the 2016 DVD



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

About Image Control

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

For Sale

MILITARY VEHICLE MARKINGS

GIVE YOUR MILITARY VEHICLE THAT ADDED EDGE

We manufacture a complete range of Military Vehicle Markings. Great care is taken in producing our products, and we only use the highest quality materials in our products. Our range covers ARN Plates and TAC Signs for Australian Military Vehicles to Star and Number sets for American WW2 vehicles. We can also custom print and cut stickers and signs to your requirements. See our face book page for our full range.

ARN PLATES



We manufacture a complete range of ARN plates for Australian Military Vehicles. Great care has been taken in reproducing the plates using measurements that have been obtained from original plates and used to reproduce our range of ARN plates. All our plates have a pressed border and the text is not raised.

FORMATION SIGNS



All our TAC signs are printed on to high quality vinyl and have a 8 year + life span in continuous outdoor exposure. All the artwork has been reproduced to the highest standard and can be resized without loss of quality. We can print TAC signs to suit large and small vehicles. 150mm x150mm for small to medium vehicles or 215mm x 215mm for large vehicles. If you cannot see the TAC sign that you require please contact us as we can custom make to your requirements.

STAR STENCIL SETS



These are cut from high quality vinyl paint mask material and are supplied with numbers to suit your requirements. if you do not want to paint your numbers on to your vehicle we can supply these cut from white vinyl ready to apply to your vehicle.

Email: mvmarkings@gmail.com
Phone: 0448 471 521

 Find us on Facebook



More photos from this year's Swim-In capturing the variety of military vehicles attending.



Directory of Australian based Military Vehicle Groups

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Khaki Vehicle Enthusiasts Incorporated (KVE Inc.)

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

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

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

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

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

Military Jeep Club of Queensland Incorporated (MJCQ)

Address: MJCQ, PO Box 8131, Woollongabba, QLD 4102, Australia
 Contact: : Email: Secretary@mjcqinc.com
 Dates of Meetings: 2nd Wednesday of the month
 At Rocklea Showgrounds, Ipswich Rd, Rocklea, Brisbane, Qld. Website: www.mjcqinc.com
 Dedicated to the preservation of the WW2 Jeep and other military vehicles.

Australian Military Equipment Collectors Limited. (AMEC Limited)

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

Victorian Military Vehicle Corps (VMVC)

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

WW2 Jeeps NSW

Contact person: Mitch Holland Phone Number: 0418 869 709 Email: mitchtez@gmail.com
 Dates of Meetings: as required Locations of Meetings: can be anywhere
 Website: Still under consideration as at January 2013 if we can find an enthusiastic webmaster!
 WW2 Jeeps NSW is an "unofficial" Association of enthusiasts of the legendary WW2 Jeeps (41 to 45), however membership is open to anyone with an interest in Military history and not restricted to where you live. We are bonded together by a monthly newsletter sent out regularly to an email list and the only new membership joining criteria is a sense of participation for your and current members benefit.
 Find us on Facebook: [world war2 jeeps nsw](https://www.facebook.com/worldwar2jeepsnsw) (fledgling group via this method with problems still being ironed out)

Military Vehicle Group of Tasmania Inc.

President: Lou Hanslow, 758 Richmond Road, Cambridge, TAS 7170 Ph/Fax 03 6248 5159 louhanslow@gmail.com
 Secretary: John Boucher Phone: 03 6273 8524 Email: john.boucher46@bigpond.com
<https://www.facebook.com/MilitaryVehicleGroupofTasmania>
<http://stephendenholm.wix.com/military-vehicle-tas>

Wartime Vehicle Conservation Group SA Inc. (WVCG)

Contact: Rick Shearman Mobile No.: 0408 835 018 Email: rickshearman@bigpond.com

Dates of meetings: 1st Tuesday of every month Location of meetings: Tower Hotel, Magill, SA

Organisation dedicated to preservation of military vehicles.

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

Mailing Address: PO Box 174, Salisbury, SA 5108

Contact: Dave Carmen (President) 08 8285 3011 Email: secretary@military-vehicle-museum.org.au

Dates of meetings: Last Tuesday of Month except December No Meeting. AGM in July.

Location of meetings: National Military Vehicle Museum, 10 Sturton Road, Edinburgh Parks, SA 5111

Website: www.military-vehicle-museum.org.au

The Military Vehicle Preservation Society of South Australia Inc., and National Military Vehicle Museum. Our Society has been in service for 37 years, and our Museum celebrated 20 years in August 2013.

Land Rover Owners Club of Australia Sydney Branch Inc.

Mailing Address: P.O. Box 172 Concord West NSW 2138 Contact email: Secretary@LROC.com.au

Date of meetings: 4th Wednesday each month from 8-9pm (exc. Dec)

Location of meetings: Denistone Sports Club Ltd., 59 Chatham Rd., Denistone, NSW 2114

Website: www.lroc.com.au

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

Australian Armoured Vehicle Association

Mailing address: Australian Armoured Vehicle Association Inc., ASIC Registration NSW Y2413247,
PO Box 41, Newport Beach, NSW 2106 Contact: Mal French 0415 635 519

The Australian Armoured Vehicle Association (AAVA) is a collection of enthusiasts who own, restore and display military vehicles. Formed in the late nineties with the aim of pooling resources and knowledge to benefit anyone seeking to collect, renovate and display armoured vehicles.

Military History Group Inc.

Mailing address: PO Box 6, Dallas, VIC 3047 Contact: Tony Jordan (President) (03) 9359 4687

The MHG Inc is based in Victoria and is an organisation dedicated to the restoration and preservation of military vehicles and their heritage. The MHG attends various events throughout Victoria and NSW and welcomes new members.

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

Website: www.remlr.com

Forum: www.remlr.com/forum

The Registry of Ex Military Land Rovers was formed in 1996 to collect information about ex Army Land Rovers that people were restoring including colours, fittings and markings. The information and illustrations were all collated, and eventually incorporated in the website for all to see and benefit from the research done. The compendium of information on REMLR continues to expand and there are thousands of pages of information and manuals on the website. It includes the Australian Army, Navy and Air Force, as well as NZ Army vehicles. REMLR is not just Land Rovers, other vehicles are International trucks, Mokes, various other trucks, trailers, cars and bikes covered in the information pages.

There are 3 levels of joining REMLR:

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

King's Medal Mounting**Sam King (Corowa)****0406 255 802****Kingsmedals@yahoo.com****(KVE member)**

King's Medal Mounting
 0406 255 802
 Kingsmedals@yahoo.com

Notice to Clubs and Event Organisers:**Australian Military Vehicle Events Calendar**

It has been suggested to the KVE Committee, that our organisation's website would be the ideal portal for a countrywide military vehicle events calendar. This would not necessarily be confined to military vehicle only type events, but also vintage and steam events, etc. where military vehicles are invited.

KVE will not be the point of contact for enquiries, we receive the information and contact details from organisers or clubs, enter it into the calendar on the **www.corowaswim-in.org** website. The viewer can click on the entry to reveal all the information and make contact with the organisers direct. The calendar is live on the website now, and a direct link to the page is here:

<http://www.corowaswim-in.org/#!/show-and-event-calendar/tikmb>

If you organise an event of this nature and would like to be included on the calendar, go to the above link and fill the online form in, it will come straight to KVE. We look forward to receiving the event details. This is a great opportunity to promote your events. If you need help or have problems with entering the details, please email to: **kve.editor@btinternet.com**

N.B. KVE reserve the right to accept event details at their discretion

**KVE Inc**

Khaki Vehicle Enthusiasts Incorporated
 Entry forms can be sent to the following address:
 Jan Thompson-Creamer
 9/1 Millett Rd, Mosman, NSW, 2088
 Phone: 0423 943 010
 E-mail: kveinc@optusnet.com.au

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

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

Please visit our website for more info:

<http://corowaswim-in.org>

Also see us on Facebook - corowaswimin

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

See you at Corowa in 2018.

**COROWA PASTORAL, AGRICULTURAL AND HORTICULTURAL SOCIETY INC.
PO BOX 190, COROWA NSW 2646**

SECRETARY : Jan McKenna - 0427 331 148

**APPLICATION FOR TRADE SPACE FOR THE SWAP MEET AT THE
2018 COROWA SWIM-IN & MILITARY VEHICLE GATHERING
TO BE HELD AT COROWA SHOWGROUND ON SATURDAY 17TH MARCH 2018
(Swap Meet organised on behalf of Khaki Vehicle Enthusiasts Incorporated)**

Business Name :

Contact Name :

Address :
.....

Phone No. : Mobile No. :

Email Address :

Description of Goods or Services intended to sell or display :
.....
.....

Costs : **\$15 per day for Outdoor 6 x 3 metres (approx.)
 \$25 per day for Indoor 6 x 3 metres (approx.)
 Double the rate for 6 x 6 metres (approx.)**

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

Queries, contact Jan Mc Kenna on 0427 331 148 or janandfrankmckenna@bigpond.com

**Camping at Showgrounds for Stallholders only, from Thursday to Sunday -
Fee \$10 per night per campsite**

COST FOR YOUR SITE - (TO BE PAID BEFORE SHOW DAY)

Camping @ \$10 per night

Inside undercover @ \$25 per day

Outside site @ \$15 per day

Total cost for site

Signed by Applicant Dated

**Entry fee can be paid straight into Corowa P A & H Society's bank account - with reference details :
Hume Bank - BSB - 640000 - Account No. 568163516**



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

MEMBERSHIP APPLICATION FORM 2017-2018

Reg. No. INC9884485 (incorporated under the Associations Incorporation Act 1984)

FULL NAME OF APPLICANT.....

RESIDENTIAL ADDRESS

MAILING ADDRESS

(if different from residential address)

TOWN/CITY STATE POSTCODE

CONTACT TELEPHONE NO (H) (W)

MOBILE EMAIL

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

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

KVE Membership Fee \$ 30 per year

Family Membership Fee \$45 per year

Amount Paid

Signature of applicant Date

Nominated by Seconded by

Membership period runs from 1st March 2017 to 28th February 2018

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

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

Send to Jan Thompson, 9/1 Millett Rd, Mosman, NSW, 2088 kveinc@optusnet.com.au

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

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

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

Ref. No.	Date:	Amount \$
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Please ensure your name is on the Bank Deposit/Transfer form so we can easily distinguish who has deposited money and post or email your Membership Form.

Privacy: The information you have provided may be made available to Club members from time to time.

Please indicate if you do not wish your details to be disclosed.

Richard Farrant
 PRESIDENT

Jan Thompson-Creamer
 SECRETARY

Scott Rough
 VICE-PRESIDENT

Annual Corowa Swim-In & Military Vehicle Gathering

40th Year and 40th Anniversary Celebrations: 2019 and 2020

We are planning a celebration book to mark 40 years of the Swim-In at Corowa and need your help to make it something special. Whether it is stories, anecdotes, photos, film or video anything that captured the spirit of the event is welcomed. We all have something to tell. Also we would like personal profiles of those that attended over the years and of their vehicles.

At this stage we are looking for expressions of interest in this project. If you have participated in the Corowa Swim-In event at any time since 1980 to the present, then we would love to hear from you. This form is basically to see what you might be able to provide, be it a story, and event report from your club's newsletter, photos, etc.

Once we hear back from you we can then keep in touch to see what you can provide. This way we can work together. Any photos or documents could be scanned by you, or sent to us to scan and return to you. Photos need to be of good quality not blurred or shadowy in order to reproduce well on printing. Early photos pre-digital age can be a problem but they can be enhanced on the computer, so we can judge what is publishable.

No story or comment is too small or too large, nor too ordinary or unbelievable. Ensure you are part of the history of the Swim-In by taking part this project.

Please respond as we would like to hear from you. Once you have expressed interest, we will send a form with some questions on.

Name:.....

Address:.....

Contact phone no.(s):

Email address:.....

What years have you attended Corowa?

Can you provide stories or reports of any Swim-In events since 1980?

Can you provide any photos, home movie or video footage of Swim-In events?

PLEASE RETURN this 'Expression of Interest' to the Team at:

KVE Secretary, 9/1 Millett Road, MOSMAN, NSW 2088

Or contact by email:

Jan Thompson-Creamer jan.thompson1@optusnet.com.au

Richard Farrant kve.editor@btinternet.com

John Gordon jgor9364@bigpond.net.au

We will respond directly to you, thank you from the Team

39th Annual Corowa Swim-In & Military Vehicle Gathering

Monday 12th March to Sunday 18th March 2018

Year of the Land-Rover

Held annually at Corowa, NSW

All ex-military vehicles and enthusiasts are invited to attend

ENTRY FORM



Khaki Vehicle
Enthusiasts Inc.

Entrant/Driver

Name.....

Address.....

Number of extra Packs required at \$25 each:	Names of those, other than Entrant, requiring Packs:
--	--

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

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

Email:.....

Expected day of arrival:.....

Member of the following clubs:.....

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

Registration/Permit No.....

DECLARATION

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

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

ENTRY FORMS TO ARRIVE BY 28th FEBRUARY 2018

Entry Fee is \$25 per Entrant enclosed with Entry form

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

Send to Jan Thompson-Creamer, 9/1 Millett Rd, Mosman, NSW, 2088 or
kveinc@optusnet.com.au

Entry Fee can also be paid straight into the Westpac cheque account for:
"Khaki Vehicle Enthusiasts Incorporated" BSB: 032521 Account No. 162538

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

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