



KVE News

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

No. 51

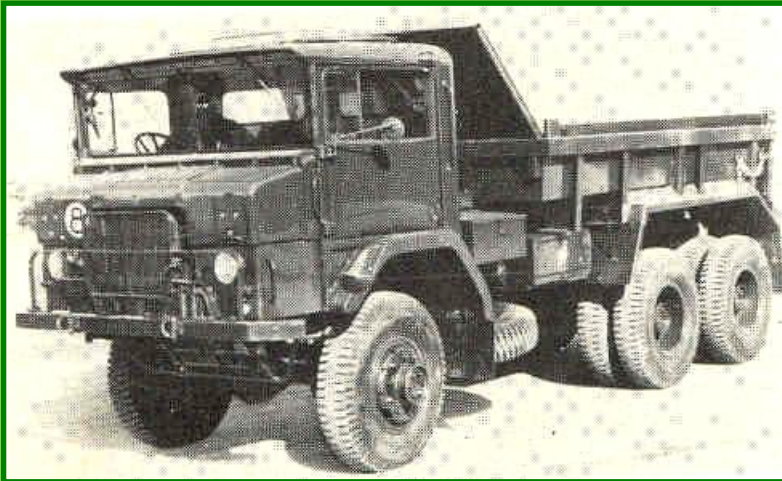
October 2025

Enter now for 2026

46th Corowa Swim-In & Military Vehicle Gathering

Year of the 6x6

Mon. 9th to Sun. 15th March 2026



In this issue:

Updated details on the 2026 Corowa Swim-In

Articles:

Australian 6x6 Vehicles by Paul Handel

VP80 Report by Scott Rough

New Carrier book by Mike Cecil and Keith Webb

Plus accomodation details around Corowa

Supporters of the event:





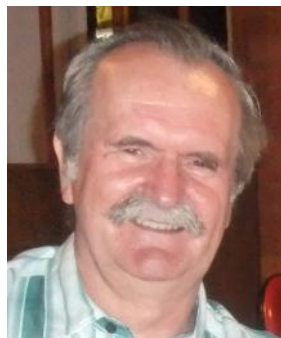
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No. 51**KVE News****October 2025**

**News magazine of
Khaki Vehicle Enthusiasts Incorporated**

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

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From the Editor

Hi,

Here is the latest newsletter for the Corowa Swim-In event in March 2026 with all the updated details along with the Participant Entry Form.

We look forward to welcoming you at this great event, with a good selection of activities during the week, from Wednesday to Saturday, including a Grand Parade through Corowa on Saturday followed by a static display at the Showground alongside our popular Swap Meet.

Another pair of articles for your interest in this edition, one with the Year of the 6x6 in mind. We look forward to some interesting vehicles appearing at Corowa in March.

At the recent AGM, I stepped down from my role as President of KVE Inc. after 8 years in that position. I am now Secretary, as well as Editor of this newsletter. Jan Thompson has now taken on the role of President and is also Public Relations.

Best regards,

Richard Farrant

Editor & Secretary - Khaki Vehicle Enthusiasts Inc.

Your Stories Wanted

We are always interested to publish your stories, reports, restoration tales and so on.

**If you have one and would like it to be in KVE News,
then please contact the Editor,**

Richard on kve.editor@btinternet.com

**KVE thanks the Federation Council for their
continued support of the Swim-In.**



**FEDERATION
COUNCIL**

Public Relations report

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Important information for people attending the Corowa Swim-In in March 2026

President / Public Relations Report

KVE news

We have just held the KVE AGM and the office bearers are now:

President and Public Relations: Jan Thompson

Vice President: Harvey Black

Secretary and Editor: Richard Farrant

Treasurer: Ray Mobbs

Committee:

Kel Baxter

Tim Hughes

Sam King

Bryan (Wal) Lingen

Lloyd Aylward

Stephen Campbell

Clark Ross

Joining KVE Inc

To be a part of the organising of the Swim-In in the future you are welcome to join KVE Inc. Don't wait to be asked. We welcome anyone. You can download a Membership Application Form off the website or ask me for a copy. By joining KVE you will be given more of a chance to make suggestions for how the event is run in the future.

For further information on the event please feel free to give me a call on 0412 078096 or send an email to kveinc@optusnet.com.au.

To ensure you are kept up to date with details send me an email to get on the database.

We need to remind enthusiasts that each year we have a theme but you are always welcome to attend with any ex-military vehicle you own or come along to be a part of the gathering. In March 2026 the theme is Year of the 6X6.

Thanks to our sponsors: Club Corowa and Waldrans IGA. Thanks also to the Federation Council. We also would like to thank the organisers of the trips from Wednesday to Friday. They set up Route Cards which are now put in the Special Edition Newsletter. We have discussed some possible visits to really interesting places next year.

Wednesday Trips: On Wednesday 11th March we are going to the Benalla Aviation Museum. There will also be an opportunity for the ladies to go to the She Shed in the morning.

Thursday Trips: KVE members are invited to our KVE Breakfast at Ball Park Caravan Park from 8-10am. We will muster at 10:30am for our Vehicles and Veterans Reunited at Club Corowa plus in the afternoon a visit to Glenview Aged Care at Rutherglen.

Friday Trip: On Friday Sam King is organising a trip to Chiltern and Mt Pilot.

Guest speaker on Friday 13th March: Our guest speaker will be Paul Handel and this will be held at the Corowa Rutherglen Football Netball Club (across the road from Ball Park Caravan Park) which has been refurbished after some floods.

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Parade and Swap Meet—Saturday 14th March: The vehicles will muster in Bangerang Park from 7:30-8:15am. The parade will leave at 9am and end up at the Corowa Showgrounds/ Racecourse. The annual Swap Meet will take place again at the Showgrounds.

Presentations on Saturday 14th March: from 8pm. If anyone would like to give a talk on a past or future event please let me know as this is a good place to mention it.

At the Site Office we also ask people to put their names on the list so the trip organisers know of numbers expected. Sometimes there are meals involved in the trip and the venue requires approx. numbers so they can have the food and staff available.

KVE preparations for the Swim-In: March 2026:

We were very impressed with the number of participants this year and every year the event attracts more people who have never been before. As we are required to order items for our pre-registered participants we appreciate the entry forms **ASAP** for 2026.

For insurance reasons we require participants to be entered and pay \$30. Our Certificate of Currency is provided to the Federation Council especially for the parade and other events we hold in Corowa.

Entry Form for 2026:

If you haven't returned your Entry Form for 2026 please do so **ASAP** so it gives the organisers an indication of the numbers and types of vehicles along with the number of participants we are to expect. It only costs \$30 per vehicle to enter and if you pre-register by 28th February you will receive a participant pack upon arrival in Corowa.

KVE Site Office:

We have investigated touchless payment systems so this will be implemented for the 2026 event.

We are looking for people who may be interested in helping out with shifts on our roster system. It is a good opportunity to meet some of the participants from far and wide. KVE would like to give thanks to those people who assisted in 2025.

When registering in at the Site Office upon arrival at Corowa we appreciate people putting their names down for the trips on Wednesday, Thursday and Friday. This gives the trip organisers an estimate of the numbers who will be attending. Those people who would like a meal at the Football Club on Friday night we will also require notification prior to the night.

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

- a) **For Sale and Wanted** advertisements: there will be a board for you to put advertisements on.
- b) **Coming Events:** If you want to advertise any future events you will be participating in then feel free to put a notice on the Coming Events board.

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

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Requirements while in Ball Park:

The caravan park is a council owned property and the local police patrol this area. People are not allowed to drive unregistered vehicles or machinery and must have a correct licence for driving vehicles in these areas.

Local rules for footpaths: Please do not drive on footpaths.

Vehicle Numbers:

Upon arrival at Corowa you need to go down to Ball Park Caravan Park and register your vehicle. Vehicle numbers will only be given to people with an ex-military vehicle and due to the large numbers of vehicles we are expecting this makes it easier for us to provide a tally of the types and numbers of vehicles at our event. The number must be placed either on the front window or bumper bar of your vehicle. This makes it easier for the organisers to determine if your vehicle has been entered. We appreciate all vehicles entering so we can get a total number of vehicles at the event

Theme vehicles (6x6) will also receive identification card to put alongside your vehicle number.

Memorial Board for enthusiasts who are no longer with us:

Each year we loose 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.

Offers of help are gratefully appreciated:

As you all understand this event is a role where no one is paid for the help they provide. We are all volunteers and there are times during the week where we would like some assistance:

1. People on the Sunday 8th March to put together the Participant packs and help set up the Site Office.
2. People to take on shifts at the Site Office from Monday 9th to Saturday 14th March. During the week the site office is open at Ball Park Caravan Park and on Saturday a temporary office is located at the Showgrounds. To run the office effectively we require a minimum of 3 people on each shift. In the past there have been both KVE members and participants who have helped and we really appreciate their help.
3. Marshals for the Showgrounds.
4. People to help pack away our site office at Ball Park Caravan Park at the end of the week.

Swap Meet Site holders at the Corowa Showgrounds:

This year the Swap Meet is being managed on behalf of KVE, by the Corowa Pastoral, Agricultural & Horticultural Society Inc. (Corowa PA&H Soc.). Anyone wishing to book a swap meet site should contact Jan McKenna from the Society, on 0427 331 148 or email janandfrankmckenna@gmail.com The application form is at the back of this newsletter with full details of rates per day, either Outdoor or Undercover.

There will be some stallholders open for business at the Showground on Thursday and Friday.

The official day of the Swap Meet at the Showground will be on Saturday. Stall holders can arrive anytime from Thursday. There will be covered and outside pitches available and it is requested that those who wish to book a pitch, do so in advance, to ensure they get their choice of Undercover or Outdoor.

Camping for stallholders only is available at the Showground from Thursday to Saturday inclusive \$10 per person/per night. Stalls can be open from Thursday to Saturday and charged per day as below.

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Stall rates**\$20 for Outdoor site 6 x 3 metres (approx.)****\$25 for Undercover site 3.65 x 3.2 metres (approx.)****Double the rate for double sized areas (approx.), etc.****Rules which the Showground Trust have requested we abide by:****Dogs will be allowed and must be on a leash at all times.****Only Swap Meet stallholders to camp on site.****Stallholders to remove their own rubbish from site, failure to do so will mean no stall there at future events.****Stallholders who are camping will be able to use the toilets which are owned by the Show Society. The Racecourse toilet block will be opened either Friday night or Saturday morning. There are no showers.****The Swap Meet will be managed on behalf of KVE, Jan McKenna from the Show Society will be organising the sites and collecting all camping and stall fees. Her contact details are as follows:****Email: janandfrankmckenna@gmail.com.au****or phone (02) 6033 1148 - Mobile 0427 331 148****Jan will have her own safety jacket. Please Direct depositing fees:****Hume Bank whose bank details are -****BSB 640000****Account No 568163516****Put your name if possible so it is easier to track payment.****Themes for 2027 and 2028****In 2027 it will be Year of the Utility from Monday 8th to Sunday 14th March.****In 2028 it will be Year of the Emergency Vehicle from Monday 13th to Sunday 19th March.****VOTING FORM*****Please put this form in the Suggestion Box by 12 midday on Saturday 14th March. At 1200hrs this box will be cleared and any forms received after this will not be included. We need time to count and organize the results for the presentations on Saturday night. Please come along at 8pm to the presentations outside the radar van.******Awards: Please give the person's name and the reason for them to be considered for an Award.******Mal Mackay Memorial Award: This award will be given to an individual who appears to get the most enjoyment out of being at Corowa.******Name:******Reason why:******Hard Luck award:******Name:******Reason why:******Breakdown Award:******Name:******Reason why:******Longest distance driven in a military vehicle:******Name:******Number of Kilometres driven:***

Public Relations report - cont'd

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***Encouragement Award:******Name:******Reason why:******People's Favorite Choice: For your favorite vehicle attending this year.******Vehicle rally number:******Type of Vehicle:*****6x6 Theme - People's Choice: For your favorite 6x6 attending this year.****Vehicle rally number:**

We are always open to other suggestions of awards. We have had the Goodwill Award and Just in time Award.

Swap Meet Stalls in Ball Park Caravan Park:

To keep the management at Ball Park happy we suggest if you do want to set up a swap meet site in their caravan park please call in at the main office and talk with management. KVE are not responsible for swap meet sites in the caravan park.

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 to 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.

Until next time,**Jan Thompson****President and Public Relations****IMPORTANT NOTICE**

For insurance reasons we require participants to be entered and pay \$30.

Our Certificate of Currency is provided to the Federation Council especially for the parade and other events we hold in Corowa.

As every year, despite our theme, 2026 being 6x6 vehicles ALL types of ex-military vehicles are invited and welcomed to participate.



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Paul Handel — Guest Speaker for 2026*Page 10*

Guest Speaker on Friday night at Corowa Swim-In, March 2026 is Paul Handel
Below is a look into Paul's background whilst in the Army



Paul Handel (Major, Retired) joined the Citizen Military Forces (which later became known as the Army Reserve) in 1970, and was commissioned in 1972. A series of postings followed, including the OC of Technical Support Squadron of 1/15 Royal NSW Lancers, OC of a Field Workshop and a member of the 2nd Division Plans Team.

At the end of 1989 he was posted as Research Officer Royal Australian Armoured Corps (RAAC) Tank Museum, and in February 1999 was transferred to the Australian Army History Unit (AAHU), and posted as Museum Manger RAAC Museum, later Australian Army Tank Museum, a position he held until his retirement from the Reserve in August 2012.

In 2015 he was asked to return to Army Reserve service and undertake a project for AAHU involving the sectioning (cutting in half) of a Leopard Tank. This project was completed in October 2018, with much of the work being undertaken by the Royal Australian Navy Fleet Support Unit (SE) at Garden Island in Sydney. The sectioned tank is now an exhibit at the Australian Army Tank Museum, Puckapunyal.

In 1994 he was appointed the RAAC Historian and on Cambrai Day 1996 received an RAAC Certificate of Recognition, appointing him as an 'Honorary Blackhat' In 2018 he received a Commendation from the Head of the Royal Australian Armoured Corps for his work on the Leopard Tank Sectioning project.

He is the author of three books on Australian armoured history –

Fifty Years of the RAAC 1948 to 1998

Dust, Sand and Jungle – A History of Australian Armour 1927 to 1948

The Vital Factor – The History of the 2/6th Australian Armoured Regiment 1941 to 1945.

In civilian life he worked for a manufacturing company based in Waterloo and then joined a German-based engineering company and was involved in many projects including large steelworks and open cut mining projects until 2000. He then moved to a position with the same company and undertook the manufacture of overhead travelling cranes, retiring in 2016.

He has visited over 60 military Museums around the world.



Australian 6 x 6 Vehicles by Paul Handel

This article will look at many of the 6x6 vehicles used by the Australian Defence Force (ADF) since the beginning of WW2. It is by no means a complete look at these vehicles but rather an overview of them. Each vehicle will be illustrated with photos, which will try to show one or more of the variants of the vehicle. Capacities and dimensions are shown in the imperial or metric system according to the information available.

A number of vehicles may well be left out of this article, and the author would be pleased to receive any details of those vehicles

Armoured Vehicles such as the Armoured Command Vehicle (ACV) and the Pilot Model of an Armoured Ambulance - both WW2 vehicles; the Saladin Armoured Car and the Saracen Armoured Personnel Carrier and Command vehicle have not been included in this article so as to concentrate on B Vehicles.

Lorry, 3 Ton, Breakdown, (Aust) No3

This vehicle entered service in mid-1942. It was designed as a Breakdown Lorry and later used in various roles including as a gun tractor. Vehicle used a Ford Chassis with Marmon Herrington all - wheel drive. It had a steel cab and used a wooden body. It was fitted with a "Servex" winch of 15,000 lbs rated pull. For the lift tow of a vehicle casualty, a hoist of 2 tons capacity was fitted on a beam which projected from the rear of the main body.

It could also be used to tow a disinfector trailer, or an artillery tractor which could tow the 4 wheeled 3inch Anti- Aircraft Gun.



Truck, 3 Ton, Breakdown, (Aust) No 4

This vehicle used the Canadian Military Pattern (CMP) Cab/Chassis and the body was similar in design of the body to the No. 3 unit, but was fitted with a large stowage box behind the cab. The winch and hoist were the same as the No 3 Breakdown.





Truck, 2 ½ Ton GS (USA) - the Jimmy

Perhaps one of the best known of 6x6 trucks, the GMC 2 ½ ton was used by the Australian Army beginning during WW2 and not retiring until the late 1950s. The basic General Service (GS) truck had either an open cab or closed cab, and came in short or long wheelbase models. A front mounted winch could also be fitted. The photos show a short wheelbase closed cab variant undergoing mud trials and a long wheelbase open cab in a vehicle park.



Truck 2 ½ ton Amphibious DUKW

The vehicle was commonly known as “the Duck” based upon the US designation DUKW which described the various components such as chassis, running gear etc. The chassis was basically a GMC 2 ½ ton 6 x6, with only single wheels on each axle, a water-tight steel hull and a rear winch. A driver operated tyre control system was fitted. Introduced into Australian service in 1946, the DUKW equipped a number of transport units. It was able to carry 25 troops or 5000 lbs of cargo. They were used during the Maitland floods of 1954 to provide assistance to those affected by the floods.



Studebaker Model US6 2 ½ ton GS Truck

The Studebaker was a general service vehicle which undertook similar roles to the GMC 2 ½ Ton GS Truck. About 1200 Studebakers were in Australian service. Very few were used during WW2, with most being placed in Storage. With the GMC fleet coming to the end of its useful life, it was decided to bring the Studebakers back into service. Accordingly, in 1958 the Studebakers were brought out of storage, rebuilt and taken into service.





They remained until the early 1970s.

The basic vehicle was cargo bodied with or without winch. Variants included a Dump Truck, Water Tanker, Workshop with many differing roles and equipment, a Fire Truck, and at least one was fitted with an earth auger for use by the RAE.



Mack Model NM 6 ton Artillery Tractor

This vehicle was introduced in 1944 as an Artillery Tractor for towing medium artillery pieces and heavy and medium anti-aircraft guns. It was to fulfill the same role as the AEC Matador 4 x 4. It used an open cab design with a wooden rear body. A winch was fitted behind the cabin. These vehicles remained in service after the war. In the late 1960s and early 1970s at least one was being used as a recovery training aid in Eastern Command.



Diamond T Model 969 4 ton Wrecker

The Diamond T Wrecker (USA) was issued to A.E.M.E units for the recovery of vehicles beyond the capacity of the Breakdown trucks Nos 3 and 4. The Wrecker equipment by Holmes comprised a structural frame behind the cab with two swivel booms, each boom fitted with a brace leg, power winch and 200 feet of steel wire rope. It could lift tow a vehicle after recovery. It entered service in 1944 and was still in use in 1973, when it was replaced by the International F5 6 x 6 Wrecker.





Mack 8 tonne Heavy Truck

Following trials of Leyland, Hino and Mack, in 1981 the Mack was selected to replace the International Series of 5 ton General Service vehicles. A total of 940 vehicles were to be delivered. The vehicle was produced for the Army in many configurations using the Mack RM6866RS chassis:

Cargo Truck, Cargo Truck with winch, Cargo truck with crane, Dump Truck, Water and Fuel trucks, Bituminous Material Distributor, Concrete Mixer, Medium Gun Tractor and Ammunition Tractor, and Recovery vehicle.

During overseas deployments in the Middle East, an armoured cab was fitted. This gave the crew protection against mines. One of these is shown below, as is a Water Truck.



M543 and M816 Wreckers

The M543 5 ton Recovery Vehicle entered Australian Service in 1962/63. Being of US origin it was left hand drive, as were all of the heavy wreckers obtained from the USA. The M543 used a Continental petrol engine. Two winches were fitted – the front winch having a pull of 20,000 lbs and the rear winch 30,000 lbs. The revolving crane had a lift capacity of 10,000lbs. It was equipped with a canvas roof over the driving compartment. M543s saw active service in South Vietnam.

An M543A2 was brought into service in order to equip the LADs of Cavalry Regiments. It was powered by a GM6V53 diesel engine, the same as fitted to the M113A1 Family of Vehicles.

The M816 was a development of the M54 Series and was powered by a Cummins Diesel engine. Because of the new engine the vehicle was lengthened by 125 mm, the bonnet area was modified and the air cleaner mounted on the left mudguard. The right-hand photo shows an M543, whilst the left-hand photo shows an M816 towing a Mack 8 tonne GS truck.





M1 /M1A1 Kenworth/Ward La France 10 Ton Wrecker

The Kenworth and Ward La France companies in the USA started building Wreckers (recovery vehicles) in 1942. These vehicles had a Garwood crane of 5 ton capacity and a rear winch of 20 ton capacity. A front winch of 9 ton capacity was also carried. Australia had some 15 vehicles. The cabins were either steel with doors or an open design with a canvas roof. They served after the war until the mid1960s.



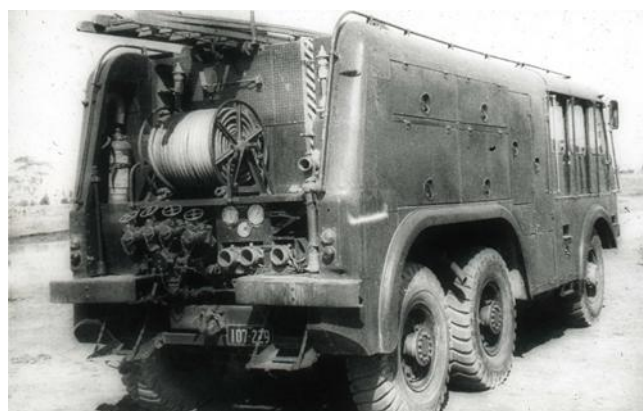
M123 Mack 10 ton Tractor

The M123 was a US built vehicle designed to tow low bed trailers or tank transporter trailers. It carried two winches behind the canvas roofed cabin. In South Vietnam two US Army vehicles were on loan. Documentation shows there was much discussion about the suitability of the US Trailers to carry Centurion tanks, but photos show that this actually happened. 2 Base Workshop based at Moorebank in Sydney had at least one vehicle, and it was in service around the early to mid-1970s.



Thornycroft Nubian 500 gallon Fire Tender

The Fire Tender was manufactured by the Ordnance Factory Melbourne. It used the 6x6 chassis of the Thornycroft Nubian from the United Kingdom and were built by Wormald Brothers Ltd of South Melbourne. Similar fire tenders, differing in the body details, for use on airfields, were also used by the Royal Australian Navy and Royal Australian Air Force. The Fire Tender, later known as the Heavy Fire Fighting Truck, was a fully enclosed vehicle with a cab-over engine design. The crew were carried in the forward portion of the Fire Truck, with fire-fighting equipment carried in the rear lockers.





Thornycroft Nubian Water Tanker and Flat Bed Truck

Little is known about these two vehicles. The water tanker is shown during a display at the School of Military Engineering. The vehicle displays an Army Registered Number (ARN) and a unit sign. The flatbed with a load may have been a trials vehicle at Monegetta.



International Mk5 Truck

The development of the International 5 ton 6 x 6 series for trucks followed after the 2 ½ ton 4 x 4 series Mk 3. It used a longer chassis but the cabin and body were similar to those of the Mk 3. Variants included one with a HIAB crane between the cab and body, a workshop body, a fire-fighting vehicle, a bituminous material tanker, two versions of the earth auger (Pacific Ace and Proline), concrete mixer, dump truck (shown in the left photo), wrecker, and a garbage truck, shown in the right photo. It is believed that only one such vehicle was built. The garbage truck had a civilian style body and was used in South Vietnam. The photo shows the vehicle in Singleton Camp



Mercedes Benz Unimog Medium Recovery Vehicle

The 4 x 4 Mercedes Benz Unimog trucks first entered service in 1982. 1295 of these vehicles had been purchased. Following testing of a 4 x 4 Unimog fitted with Holmes twin boom wrecker equipment, it was decided to build a 6 x 6 Unimog wrecker on loan from Mercedes Benz – proved successful and so the design and testing began. Ultimately a Wrecker version was built and 55 vehicles entered service beginning in 1998. In service they were designated MRV – Medium Recovery Vehicle. Two MRVs were deployed during Operation Warden in East Timor in late 1999. After a familiarisation period the vehicles began operations. One of the biggest tasks was to undertake a recovery task on a Komatsu Dozer which had rolled during its work. The two MRVs completed the task in short time, proving their capabilities.

Photos on following page



Land Rover (Perentie)

The Perentie family of vehicles were designed and built in Australia. Trials were held in 1987 together with the Jeep and Mercedes G Wagon. They came in a variety of body styles - soft-top, van, ambulance, long-range patrol vehicle and. Many vehicles were fitted with a PTO winch. Power came from an Isuzu 3.9L 4-cyl diesel, which was turbo-charged on the 6x6.



Mercedes Benz G Wagon

Following trials for vehicles under the Land 121 project some 2100 Mercedes Benz G-Wagons and nearly 1800 matching trailers were acquired. The G-Wagon was acquired in both 4 x 4 and 6 x 6 variants. The 6 x 6 versions included a single cab carryall, command post, ambulance and a canine carryall. A Surveillance and Reconnaissance variant provided mobility transport to Regional Force Surveillance Units for conducting wide area surveillance tasks. The vehicle was operated by three personnel - Driver, Co-Driver/ vehicle commander and Rear Observer. It had an open top, roll-over protection and weapon stations for the commander and gunner.





RMMVA (Rheinmetall MAN Military Vehicles Australia) Medium Truck

The Project Overlander (Land 121) was begun in order to select a range of Lightweight, Light, Medium and Heavy vehicles to replace the existing range of general service cross-country vehicles then in service. One of the contenders for the range of medium and heavy trucks was the Rheinmetall-MAN series of trucks, which were in service with a number of overseas countries, including Germany and the United Kingdom.

The only vehicle of 6 x 6 configuration is the Medium Wrecker. All other vehicles of the family are either 4 x 4, 8 x 8 or 10 x 10. This truck is powered by a 6 cylinder diesel engine and an automatic gearbox. The truck carries a crew of two persons and can be fitted with special armour for the protection of the crew. It can ford streams and rivers up to a depth of 1.2 metres with preparation.



Oshkosh Fire Truck

The Oshkosh P4 Fire Truck was introduced into service in 1977. They were left-hand drive, and were powered by a Caterpillar 425hp diesel engine with a six-speed gearbox. The vehicle could be operated by two personnel and during fire fighting operations they did not have to leave the cab. It carried two "turrets", hydraulically and electrically operated, one mounted on the roof and the other mounted on the front bumper. When both units were operating together they could discharge 5000 litres per minute of fire retardant. The RAAF had 35 units, the RAN had 3 and the Army had 6 units. (The photo on the left is one of the vehicles on arrival in January 1977 - the author can be seen looking out of the left rear window.)



Special Operations Vehicle- Special Reconnaissance (SOV-SR) Supercat HMT Extender

HMT Extender is a Special Forces vehicle designed by Supacat. It is basically a 4 x 4 vehicle which can be converted into 6 x 6 configuration by fitting a third axle unit. The HMT uses a variable height air suspension. The modular design can easily be removed or mounted.

Cont'd >>>>>

Theme article by Paul Handel — cont'd

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It can be mounted with mine blast and ballistic protection kit. Various versions include weapons and communications units.

The Australian Army received 31 HMT Extenda designated as the Special Operations Vehicle-Special Reconnaissance (SOV-SR). In 2014, the Australian Army ordered 89 HMT Extenda MK2 vehicles known as Nary. In 2023, 14 HMT Extenda MK2s were donated to Ukraine.

The vehicles are named Nary after WO2 David Nary of the Special Air Service Regiment who died in a training accident in Kuwait in 2005.



(The information above was taken from various Internet sources and is unclassified)

Autocar Dump Truck – ex-RAAF

With the disbanding of RAAF Airfield Construction Units in the mid-1970s, much of their heavy equipment was transferred to Royal Australian Engineer Units. The vehicles included White Autocar Dump Trucks, White Autocar Concrete Mixer, a White Autocar Bitumen Tanker, and a White Autocar Lubrication Truck. These vehicles were quite large, with the Dump Truck having a capacity of 15 tonnes. They were powered by a GM Diesel engine.



Coles 10 ton Bridging Crane

These cranes were introduced into service in 1956, and were used for lifting bridge components off trucks, and for moving these components around the bridging site as required. Some 25 units were purchased. They used an AEC 6x6 chassis with diesel engine on which was mounted a Coles revolving crane. Originally they were rated at 10 ton capacity but this was changed in 1958 to 7 ton capacity. They were declared obsolete in 1977.





**Another view of the Coles 10 ton
Bridging Crane**

References

Information used here has been collected from a number of sources, including but not limited to:
Australian Mechanization Summaries

MGO Equipment Memoranda

Vehicle Handbooks

The collection of the Late Mr Laurie Wright whose military vehicle research spanned some 7 years.

The Author's Files

Any mistakes are those of the Author

The author would like to thank WO2 David Moss of the Australian Army Museum of Military Engineering (AAMME) for his assistance in locating files applicable to some of the subject vehicles.

2026 - Year of the 6x6 at the Corowa Swim-In

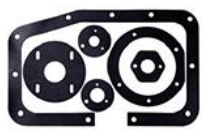
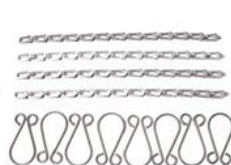
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VP80 Report

Well after 2 years of planning and sprooking it was time to head off on our VP80 adventure. With Gladys loaded and tarped up we headed off north up the M1 to meet with Sam King from Corowa at the Twins Servos. Due to commitments and other unplanned events, it was only going to be Sam and I heading north on my proposed itinerary. Leaving a day later than first planned meant we had to make a change to the first day's event of visiting Ft Scratchley as it is closed on Tuesday. Quick regroup and we headed to Williamstown and visited Fighter World. This was a great change as the Boys and Girls of the RAAF were out playing and we were entertained with a great display of our Air Force skill watching the F35 and Jet Trainers Hawk 127 do their stuff. The museum is a great collection of our RAAF fighter history with lots of old and not so old equipment on display. From here we then headed for our first night AT Coffs Harbour.

Day 2 started with a lovely sunny day, and we headed down to the harbour to see the old WW2 bunker. Not much is left but there was still a single concrete building overlooking the vast Pacific Ocean. We continued explore the harbour area and looking at the magnificent views while we waited for our next destination to open the WW2 communication bunker. The bunker was constructed in 1942-1943 to house the operations room for the No. 12 Operational Base Unit (OBU) of the Royal Australian Air Force (R.A.A.F.). It now houses the Cartoon Museum and the newly located National Holden Museum (Part of formally Echuca) It was well worth the visit. From here we then headed to our night 2 and 3 camp in Brisbane.

Day 3 saw us deciding if we were to head east into Brisbane or west to Gatton and Oakey. The decision was to head west and we turned our wheels to the Queensland Transport Museum Gatton which currently has a display of Military vehicles. The display was a collection of Military vehicles from WW1 up to our current release to the public Vehicles. Vehicles include soft skin and armour. Most of the vehicles were good examples of original vehicles with some well restored units. From here we made our way out to Oakey to visit the Australian Army Flying Museum. Inside the museum we found a vast collection of Aircraft and related memorabilia from all eras of Australian Military Flying. The guide was a wealth of knowledge, and we were shown the innovations required to survive in the theater of war, and the advancements in aviation technology across time.

Day 4 we were back on the road north, heading through the Back areas of Brisbane past Wivenhoe dam and onto Woodford for a photo shot with the park guard Leopard 29388. Mother nature continued to make the day a little bit more difficult with consistent rain and storms. Still moving northward, we made our way to Maryborough and visited the Maryborough Military and Colonial Museum. The Museum has around 10,000 items of military and colonial memorabilia including a VC awarded to Lieutenant (later Major) Herbert James, 4th Battalion, Worcestershire Regiment for gallantry at Gully Ravine, Cape Helles, Gallipoli on 28th June and 3rd July 1915. It is one of only 39 VC's for the Gallipoli campaign and the only one in Australia outside the Australian War Memorial. A quick walk through the river docks and streets of Maryborough before we were back behind the wheel to overnight in Gladstone..

Day 5 was not much to see here as it was mainly a drive day to make Mackay. The rains continued until we reached Marlborough where we met up with some Brisbane members heading north for VP80. They were hoping their way up north visiting schools along the way, displaying their bikes and the importance of VP80. At this point the weather started to come good, and we rolled into Mackay to a bright sunny day.

Day 6 destination Townsville, from the guys we met at Marlborough they told us about the Catalina memorial at Bowen, so Bowen was our next stop. The memorial is an interpretative centre commemorating the Catalinas and honouring those Bowen residents who served Australia during historical conflicts. Between 1942 and 1945 Bowen was used as an operational base for the Catalinas of RAAF Squadron 11, 20 and 43. The Squadrons flew north on reconnaissance and bombing missions around New Guinea and New Britain, and later as a maintenance base. From here we headed further north to Charlie's Hill just south of

VP80 report by Scott Rough — cont'd

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Britain, and later as a maintenance base. From here we headed further north to Charlie's Hill just south of Home Hill (Ayr) Constructed by the RAAF in 1943, the No 211 Radar Station on Charlie's Hill was one of twenty radar installations along the North Queensland coastline. These operated to give an early warning of approaching enemy aircraft during World War II. The site is on top of a small hill with dirt track access, a little daunting when you are towing a car trailer and don't know what the turn around area is like. But in for a penny in for a pound. Great views of the Burdekin area and you can see why these places are where they are. Arrived Townsville and our camp for the next week BIG4 Tasman Holiday Parks - Rowes Bay. This caravan park during WW2 was US Navy Mobile Hospital built by Company "C", 55th Seabees

Day 7 was an R&R Day collecting supplies and getting the lay of the land and meet up with Racheal Lamb who took on the onerous task of coordinating the official vehicle side of VP80. What a great job she did, anyone who has organised an event will know how hard it is to coordinate so many different attitudes and ideas. A night trip up to Castle hill and the multiple lookouts overlooking Townsville. The town has grown immensely since my last visit in 1991.

Day 8 saw us mustering at the Showgrounds for a WW2 site tour organised by Col Feathers. We also met up with Albert and other members of the Military and Historic Vehicle Club Townsville. The tour took us around various parts of Townsville visiting relics and building from WW2 including the old headquarters of Macarthur which has been refurbished and used as an office block. I took the time to visit the house twenty radar installations along the North Queensland coastline. These operated to give an early warning of approaching enemy aircraft during World War II. The site is on top of a small hill with dirt track access, a little daunting when you are towing a car trailer and don't know what the turn around area is like. But in for a penny in for a pound. Great views of the Burdekin area and you can see why these places are where they are. Arrived Townsville and our camp for the next week BIG4 Tasman Holiday Parks - Rowes Bay. This caravan park during WW2 was US Navy Mobile Hospital built by Company "C", 55th Seabees

Day 9, Magnetic Island. Besides the upcoming VP80 Celebration this was to be one of my bucket list events of the trip. 4 jeeps mustered at the ferry terminal for the 0900 Ferry. Gladys being the only outside jeep and the remaining 3 Townsville locals. It was a good view to see the 4 Jeeps ready to invade this pacific island. The journey over was easy and we were ashore with minimal resistance from the locals. We entered the island and found a place to eat. We went through and visited some ww2 sites and some beautiful views. These really made us feel we were in the pacific (which we were) A visit to the local school was a hit with the kids. The cost of the ferry can be prohibitive, so the kids were grateful for us to bring some of the VP80 experience to them. We got to meet Max the dog and his handler/ companion Garth. I took us a small selection of WW2 items/ kit for the kids to see, and they all enjoyed jumping in and out of the jeeps. Lunch was at the Pub in Horseshoe Bay before heading back inland for the Fort Walk. The Jeeps were left in the car park, and it was off on foot for the walk to the forts and gun emplacements. This would have been a hive of activity during the war. Lots of construction even to the extent of making fake rocks to hide the silhouettes of the forts/ observation post and gun emplacement. It would have been great if we could have taken the Jeeps up. If you were on the ball and attentive you got to see plenty of Fauna including Koalas in their natural habitat (asleep). Like all good things we had to head back for the 1800 ferry.

Day 10 saw a visit to the Townsville Maritime Museum, the Battle of the Coral Sea display and Woman during the war years was well worth the time. Some nice pieces of artifacts to be seen. The first of Gladys' official VP80 duties away as a gate guard at the Brigadiers house for the Veterans dinner and welcoming. She shared this with Col's 41 Slat grille. Two early girls watching the show. It was great opportunity to watch the sunset over Kissing Point.

Day 11, VP80!!! August 15th 2025. The day started by watching the sunrise over Magnetic Island. After breakfast we headed down to the Strand and the Cenotaph for the morning remembrance ceremony. Official speakers from both the Australian and American Defence forces. We were meant to pick up the

VP80 report by Scott Rough — cont'd

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first lot of our WW2 veterans here to transport them to the recreation Victory speech in Flinders Street. Unfortunately, only 3 of the 11 Veterans were well enough to attend the ceremony. From the Cenotaph a small convoy of 11 jeeps made its way down Flinders Street to the Speckled Hen, which was the town hall in 1945. Some more speeches and a recreation of the celebration of the day in 1945 including the replaying of the official announcement from the then Prime Minister Ben Chifley. A handful of Jeeps headed back to the Strand for a fish and chips lunch on the beach. We wandered up to Kissing point and caught more official ceremonies involving both US and Aussie troops and dignitaries. Kissing point was gazetted in 1886, concurrently with the establishment of the 3rd Queensland (Kennedy) Regiment. The fortress construction included two mounted guns and numerous buildings. During WWII, Kissing Point housed training encampments. The area to the south-west of the fortification was renamed Jezzine Barracks in 1941, honouring the recent successful campaign at Jezzine in Beirut.

That night some were heading off to the formal dinner and others headed for the RSL. We met up with other members and attendees at the RSL and had a feed a chat.

Day 12, public day. The day was filled with general public displays at Jezzine Barracks. The Defence Force put on a great display of current equipment from Weapons to trucks and Armour. On the opposite side of the park we put on a display of Historic Military vehicles and reenactors. Army Museum at Jezzine Barracks was open to the public and shows a good range of our army's commitments during the times from Boer to current. A well laid out museum in the old Admin area of these barracks. After lunch official duties called for Gladys's and we headed back to the Strand for the parade of Veterans. We had 11 Jeeps ready for our veterans. We were still short a couple but this time we had 8 Veterans make the parade. I was lucky enough to have 102-year-old James (Jim) Grebert he enlisted in the AIF in July 1943. He had just turned 20, but said he was 21. Jim would go on to train at Dubbo and East Maitland before returning to Queensland and then serving with the 58/59th Battalion in New Guinea. He was on Bougainville when he learned that the war was over. *"Oh, how would anyone feel?" he said. "We thought, 'You beauty! You beauty!' 'They were dropping leaflets to the Japanese to come out and give themselves up. And I remember an aircraft carrier full of Japanese being sent back. It was like they'd come out of hollow logs. 'I didn't get back [to Australia] till about a year after.* The Army band lead the parade off with the Veterans taking the lead along the strand, followed by a convoy of WW2 military vehicles and parade of Relatives of WW2 veterans with placards of their family members. After the Parade the veterans were taken to their seating area for the afternoon's entertainment. The afternoon and night was filled with Live music from the 1st Battalion, Royal Australian Regiment (1RAR) Band, the 5th United States Air Force (USAF) Band, and The Pacific Belles, Vintage and current fly over and a Fireworks display completed the VP80 celebration.

Day 13 saw us breaking camp and heading north to Cairns. Gladys was loaded back on the trailer and her duties fulfilled. I left her with Rob and Carol who were staying on at the Showgrounds for a few more days. A quick visit to the RAAF museum in Townsville before making the trek north. We stopped at Coral Sea Memorial at Cardwell along the way. A great view from the beach here of Hinchinbrook memorial. We arrived later that afternoon at the Lake Placid Rainforest Retreat along the Barron River at the base of Barron Gorge National Park. Some Beers and it was time to put up our feet.

Day 14 saw us head off early to spend the day The Australian Armour & Artillery Museum. This is too big to write about. It is a tankies heaven. Just about every piece of Armour and artillery history is covered here. It is great to see a vast selection of Military history from around the world and conflicts without having to travel to Europe. We took the opportunity to have a ride in the Humvee. They may ride a bit better than the Jeep, but they are still just a basic (Just Enough Essential Parts). There is a lot to take in here and it should be given more than 1 day if time permits. To round out the day a trip into Cairns and some dinner.

VP80 report by Scott Rough — cont'd

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Just like that the trip was done, the next 3 days was lots of driving as I headed back south to Townsville, picked up Gladys before the full focus drive back to Sydney. Over 6000km covered and a great way to return Gladys to service after her restoration.

A big Call out to Racheal Lamb of Townsville for taking on the task of coordinating to official Vehicle requirements and the not so official stuff.

Col Feathers, Albert Edwards and the members of the Military & Historic Vehicle Club of Townsville.

And of course the KVE members that enjoyed the celebrations with me, Sam King and Deb Birrell.

Some photos from VP80

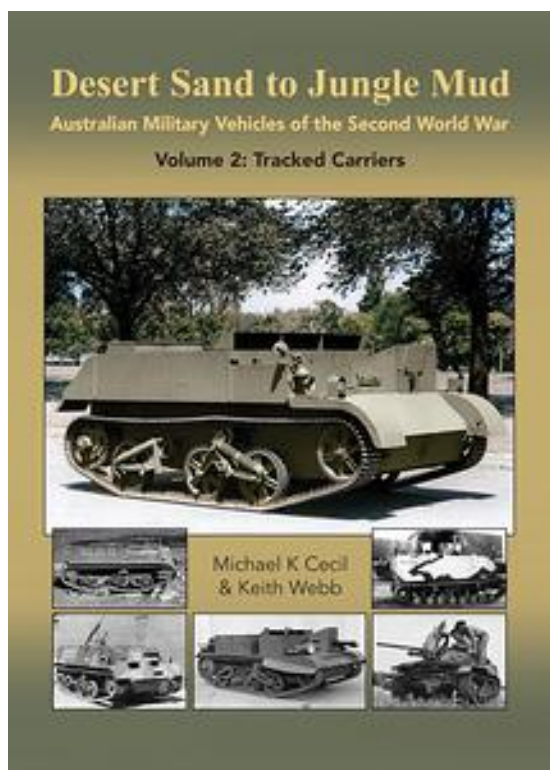


New book on Australian Carriers

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Imminent Release of Desert Sand to Jungle Mud – Australian Military Vehicles of the Second World War: Volume 2: Tracked Carriers by Mike Cecil and Keith Webb.



This volume has been a long time coming since the first volume for several reasons, the primary one being that we wanted to include as much information as we possibly could. Consequently, Volume 2 has 255 pages – 16 more than Volume 1 – and more than 500 images, many not previously published. It is the same high quality, hard covered, A4-sized book that readers appreciated with Volume 1.

The book contains detailed coverage of each of the tracked carriers developed and manufactured in Australia, including the MG No.1, 2, 2A, 2B and 3, the mortar carriers, 2-pdr anti-tank carriers, and the tracked truck. The Australian use of English carriers in the UK, Middle East, Australia and New Guinea is also covered, as are the trials of the US Army's Weasel cargo carrier. There are 10 appendices that include everything from variations in carrier nomenclature plates and Australian carrier publications to a modifications list for the MG No.1 carrier.

The books are currently in transit from the printers and are scheduled to land in Australia in early November. Once all the customs and transport legalities are dealt with, we should be in a position to start sending copies to buyers about the middle of November. The website at www.michaelkcecil.com for orders will be available for pre-purchasing very soon.

If you're on Facebook we'll announce availability in the Desert Sand to Jungle Mud group.

<https://www.facebook.com/groups/319666071161833>

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Adverts

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Please support Club Corowa (formally Corowa RSL) by using their facilities, once again they are our main supporter of the Swim-In.

Club Corowa will be hosting our Veterans & Vehicles Reunited display in their car park on Thursday.



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ADVERTS

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contact the Editor: kve.editor@btinternet.com

Please let us know when you want your advert removed

Ball Park Caravan Park

Page 29

**Sonia and Andrew Palmer manage the Ball Park Caravan Park****(02) 6033 1426****contact@ballparkcp.com.au**

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

Ball Park Caravan Park is located on a sweeping bend of the magnificent Murray River in the township of Corowa close to the historic John Foord Bridge.

The park provides a range of accommodation styles from large unpowered and powered sites available for caravans, camper trailers and tents plus cabins from standard to a

luxurious villa unit type.

Water sports and related activities are one of the key reasons that visitors come to Corowa and stay at Ball Park Caravan Park which offers easy access to the Murray River.

To make a booking or for further information please contact the friendly staff at Ball Park Caravan Park.



A new addition to the Accommodation list

Page 30

**Kismet Riverside****Premium Cottages - Caravans, RV's and Camping****Standard Cottages**

Located on the banks of the Murray river, 3 km west of Howlong NSW

Kerryn & Craig are your hosts, we are a family run business that have owned and operated the park since September 2022.

Kismet Riverside Lodge is set in a rural environment which gives you that peace and tranquillity of country living. We offer a wide range of flexible accommodation to best suit your needs.

Relaxation is the aim, that's the reason you're going on a holiday, here you can sit by the river and watch the world go by, the park has a tennis court, salt water pool, concrete boat ramp with access to the river and spacious camp sites.

<https://kismetriverside.com/2020/>

Contact Us;

Kerryn and Craig

Phone No: 02 6026 5748

Our Email address is: staywithus@kismetriverside.com

5189 Riverina Hwy, Howlong NSW 2643

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.

More accommodation listings for Corowa and surrounding area on next page

Where to stay around Corowa

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

Business Name	Address	Location	Phone
<u>Caravan Parks</u>			
Ball Park Caravan Park	Bridge Road	Corowa	02 6033 1426
Howlong Caravan Park	55 Hume Street	Howlong	02 6026 5304
Rivergum Holiday Park	386 Honour Avenue	Corowa	02 6033 1990
Bindaree Holiday Park	454 Honour Avenue	Corowa	02 6033 2500
Corowa Caravan Park	84 Federation Avenue	Corowa	02 6033 1944
<u>Motel</u>			
Best Western Heritage Motor Inn	25 Edward Street	Corowa	02 6033 1800
Corowa Gateway Motel	203 Sanger Street	Corowa	02 6033 1566
Federation Motor Inn	330 Honour Avenue	Corowa	02 6033 2022
Greenacres Motel	91-99 Federation Avenue	Corowa	02 6033 2288
Howlong Golf Resort	194 Golf Club Drive	Howlong	02 6026 5321
Lone Pine Motel	17 Lone Pine Avenue	Corowa	02 6033 2966
Motel Menere's	146 Federation Avenue	Corowa	02 6033 1066
Motel Wingrove	147 Federation Avenue	Corowa	02 6033 2055
Riverside Water Front Motel	7-9 Cadel Terrace	Wahgunyah	02 6033 1177
Statesman Motor Inn	2 Edward Street	Corowa	02 6033 2411
Yarrowonga & Border Golf Club	Gulai Street	Mulwala	03 5744 1911
<u>Self Contained</u>			
Coromandel House	14 Tower Street	Corowa	02 6033 1001
John Foord Guesthouse	7 Braintree Avenue	Corowa	02 6033 5284
Kath's Place	15 Wanstead Street	Corowa	02 6033 1001
Murray Banks Holiday Units	76 Federation Avenue	Corowa	02 6033 2922
Murray Rest Cottages	43 Barkly Street	Wahgunyah	02 6033 3685
Oakliegh Hideaway	Piggins Road	Hopefield	02 6033 1814
Pete's Place	20 Gitchell Street	Corowa	02 6033 4495
Savernake Farmstay	Savernake Station	Yarrowonga	02 6035 9415
Terminus Holiday Units	Cnr Edward & Sanger Streets	Corowa	02 6033 4071
The Shanty Waterside Cottage	The Shanty, Spring Drive	Corowa	02 6033 3838
The Stable @ Riesling	1/51 Riesling Street	Corowa	0439 456 337
<u>B&B</u>			
The Old Post Office Howlong	39 Hawkins Street	Howlong	02 6026 8278
<u>Hotels</u>			
The Royal Hotel	95 Sanger Street	Corowa	02 6033 0301

Directory of Australian based Military Vehicle Groups

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Khaki Vehicle Enthusiasts Incorporated (KVE Inc.)

Mailing Address: 31 Bexhill Avenue, Sussex Inlet, NSW 2540 Contact : Jan Thompson
 Mob. 0412 078 096 Email: kveinc@optusnet.com.au Website: <http://corowaswim-in.org>
 Organisers of the Annual Corowa Swim-In & Military Vehicle Gathering

Military Vehicle Group of NSW (MVG of NSW)

Contact : Secretary: Hayley Smith email: mvgnsw@gmail.com
 Meetings via Zoom Facebook
 A family orientated group for military vehicle owners and enthusiasts.

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

Contact : Secretary: Murray Connell Phone No: 08 9451 4263 Email: connell@westnet.com.au
 Dates of Meetings: 3rd Tuesday of the month, at 8pm
 Locations of Meetings: VCC Clubrooms, Cnr Hale Road/Tonkin Hwy, WATTLE GROVE, WA
 Website: <http://www.veterancarclubofwa.asn.au/>
 For collectors and enthusiasts of ex-military vehicles

Military Jeep Club of Queensland Incorporated (MJCQ)

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

Australian Military Equipment Collectors Limited. (AMEC Limited)

Secretary: John Hedges Phone No: 0428 581 480 Email: jtjhedges@bigpond.com
 Dates of Meetings: As required Locations of Meetings: As Required
 Website: <http://groups.yahoo.com/group/aussiemecs/>
 'To encourage the ownership, preservation and use of historical military vehicles and equipment'

Victorian Military Vehicle Corps (VMVC)

Address: PO Box 1209, Kensington, Vic 3031
 Contact : Gordon Edwards Phone No: 0422 567 287 Email: a42ausjeep@hotmail.com
 Dates of Meetings: 1st Tuesday of each month Locations: Rats of Tobruk Hall, Albert Park.
 Website: www.vmvc.org.au "A military vehicle collectors club"

WW2 Jeeps NSW

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

Military Vehicle Group of Tasmania Inc.

President: John Boucher
 Ph. 0428 972 320 john.boucher46@bigpond.com
 Secretary: Andrew Davis, 909 South Arm Road, Sandford, TAS 7020 Email: mvgtinc@gmail.com
<https://www.facebook.com/MilitaryVehicleGroupofTasmania>

Directory of Australian Military Vehicle groups - cont'd

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Wartime Vehicle Conservation Group SA Inc. (WVCG)

Contact: Rick Shearman Mobile No.: 0408 835 018 Email: rickshearman@bigpond.com
 Dates of meetings: 1st Tuesday of every month Location of meetings: Tower Hotel, Magill, SA
 Organisation dedicated to preservation of military vehicles.

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

Mailing Address: PO Box 174, Salisbury, SA 5108
 Contact: Dave Carmen (President) 0419 819 624
 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
 The Land Rover Owners Club (LROC) was formed in 1966 by a group of enthusiasts who shared an interest in four wheel driving and the great outdoors. It caters for all models from Series I.

Australian Armoured Vehicle Association

Mailing address: Australian Armoured Vehicle Association Inc., ASIC Reg. NSW Y2413247, PO Box 41, Newport Beach, NSW 2106 Contact: Diana Alan 0417 669 081
 The Australian Armoured Vehicle Association (AAVA) is a collection of enthusiasts who own, restore and display military vehicles. Formed in the late nineties with the aim of pooling resources and knowledge to benefit anyone seeking to collect, renovate and display armoured vehicles.

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

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

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

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

Military History Group Inc.

Mailing address: 4 Windsor Drive, Wallan, Vic. 3756
 Contact: Gary Jordan (Vice President) 0419 314 457 email: merlinengineers@bigpond.com
 The MHG Inc is based in Victoria and is an organisation dedicated to the restoration and preservation of military vehicles and their heritage. The MHG attends various events throughout Victoria and NSW and welcomes new members.

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



FEDERATION COUNCIL

Supporters of the
Corowa Swim-In & Military Vehicle Gathering
KVE wishes to thank the Federation Council for their support of
the event.



KVE gives special thanks to
 Club Corowa for their
 welcomed support of the
 2025 Annual Corowa Swim-In

30 Betterment Parade, Corowa

(02) 6030 5000



KVE Inc

Khaki Vehicle Enthusiasts Incorporated
 Entry forms can be sent to the
 following address:

Jan Thompson-Creamer
31 Bexhill Avenue, Sussex Inlet
NSW 2540

Phone: 0412 078 096

E-mail: kveinc@optusnet.com.au

KVE Incorporated

Organisers of the Annual Corowa Swim-In

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

Please visit our website for more info:

<http://corowaswim-in.org>

Also see us on Facebook - corowaswimin

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

See you at Corowa in March 2026

KVE Membership application form

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KHAKI VEHICLE ENTHUSIASTS INC.

31 Bexhill Avenue, Sussex Inlet, NSW 2540

Mobile: 0412 078 096

Email: kveinc@optusnet.com.au Website: corowaswim-in.org

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

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

MEMBERSHIP APPLICATION FORM

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

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

.....
(occupation)

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

KVE Membership Fee \$30 per year

Family Membership Fee \$45 per year

Amount Paid

Signature of applicant

Date

Nominated by

Seconded by

Membership year runs from 1st March 2025 to 28th February 2026

Lodge completed form, together with payment, with the Secretary

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

Send to: Jan Thompson-Creamer, 31 Bexhill Avenue, Sussex Inlet, NSW 2540

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 KVE members from time to time.

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

Richard Farrant

PRESIDENT

Jan Thompson-Creamer

SECRETARY

Harvey Black

VICE PRESIDENT



Organised by
**Khaki Vehicle
Enthusiasts Inc.**



46th Annual Corowa Swim-In & Military Vehicle Gathering

Monday 9th March to Sunday 15th March 2026

Held annually at Corowa, NSW

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

The theme is the **'Year of the 6x6'**

ENTRY FORM

Entrant / Driver:

Name:	
Address:	State: Postcode:
No. of extra Packs required at \$30 each:	Names of those, other than Entrant, requiring Packs:
Home phone:	Work phone:
Mobile:	Fax:
Email address:	
Expected day of arrival:	
Member of the following clubs:	

Military vehicles entered: (Trailer details not required)

Year	Make	Model / Type	Registration/ Permit No.

Disclaimer & Declaration - Please Read & Sign

Disclaimer

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

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

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

Entrant's Signature:	Date:
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Please read and complete page 2 of this form >

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

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

Entrant's Signature:	Date:
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Amphibious Vehicle Declaration

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

Please tick boxes below, as applicable:

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

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

Amphibious Vehicle Entrant's Signature:	Date:
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ENTRY FORMS TO ARRIVE BY 28th FEBRUARY 2026

Entry Fee is **\$30** per Entrant enclosed with Entry form

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

PLEASE NOTE, NEW ADDRESS:

Send to Jan Thompson-Creamer,

31 Bexhill Avenue, Sussex Inlet, NSW, 2540

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