



KVE News

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

Edition No. 39

October 2021

42nd Annual Corowa Swim-In & Military Vehicle Gathering



YEAR OF THE JEEP



2022

Organised by Khaki Vehicle Enthusiasts Inc.



YEAR OF THE RAAF

Mon. 14th to Sun. 20th March 2022
Ball Park Caravan Park, Corowa, NSW

Lets get back on track!

In this issue

Update report - Ball Park information - 2020 DVD - Memories
Radio Control Model event - Discussion on themes - Book review

Articles and reports on military vehicles, trips, etc.

Thank you to our Supporters of the Corowa Swim-In



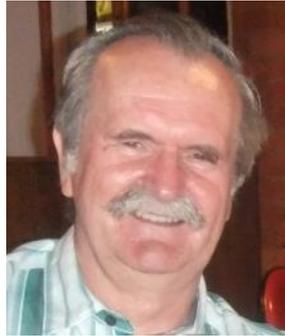
**FEDERATION
COUNCIL**



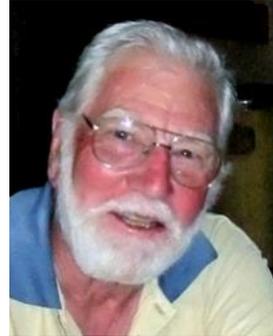
**COROWA
RSL CLUB**



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Edition No. 39**KVE News****October 2021**

**News magazine of
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: 0412 078 096 Email: kveinc@optusnet.com.au**

President's Report

Hi,
Well, things are starting to improve and looking at the latest NSW Covid Road Map, we are getting a more positive feeling for 2022. Having had a number of meeting and discussions, planning for the 2022 Swim-In is currently in progress. At least the extra time has given some people more time to prepare their jeeps for the big theme next year and it seems like there have been quite a few jeeps in restoration recently, judging by social media. Not just jeeps either, it seems like the military vehicle market is quite buoyant with all types of vehicles.

There are full details of the current state of planning in the Secretaries Report as well as other information on Swap Meet, Keith Webb's DVD's and other articles that will be of interest.

In case you had not heard, our long serving Public Relations Secretary, Jan Thompson-Creamer has received an award from the USA club, Military Vehicle Preservation Association. This is a terrific accolade, recognising the work that she has done over the years for the military vehicle movement and the Swim-In, but also when she was holding the position of Public Relations Officer in another club. Very well deserved as I know how much effort and time Jan puts into her role. More on the following page.

We look forward to receiving your entries for the 2022 Corowa Swim-In, so lets get back on track!

Best regards,
Richard Farrant
President and Editor - Khaki Vehicle Enthusiasts Inc.

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



**FEDERATION
COUNCIL**

MVPA Bart Vanderveen Award

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We are pleased to announce that the USA club, Military Vehicle Preservation Association have awarded Jan Thompson-Creamer, the KVE Public Relations Officer, the 2020 Bart Vanderveen Distinguished Service Award for “contributing greatly to the preservation of historic military vehicles worldwide” with her dedication and work in organising the Annual Corowa Swim-In & Military Vehicle Gathering and also for holding the position of Public Relations Officer with another club for a number of years. Jan has been attending the Swim-In event for about 40 years and in 2005 the Khaki Vehicle Enthusiasts Inc. group was started to formally organise the event. Jan took on the Secretary and Public Relations Officer role with KVE from the start and is still doing it today. Jan’s enthusiasm for the event has no bounds and she works on the organising throughout the year, encouraging enthusiasts and collectors to attend.

The MVPA started this award about 20 years ago after Bart Vanderveen, a Dutchman who was a world leading authority and historian of military vehicles, died. Bart was posthumously made the first recipient of the award which was to be given annually to a nominated person in the world who has made a valuable contribution to military vehicle preservation. Many of the past recipients are owners of large vehicle collections, museum owners, event organisers, authors of books and magazine editors on the subject, researchers, etc. from countries around the world. The award was due to have been made at the 2020 MVPA Convention, but as that was cancelled it was announced at their 2021 Convention.

Jan is only the second Australian to receive the award .. and the first female! This a tremendous accolade from afar and well deserved.

Important Information from Jan

Page 5

Secretaries report

Entries for 2022:

We are keeping updated by health regulations and it may end up being mandatory that participants will have to pre-register prior to the event. We will be discussing with the Caravan Park and Federation Council about QR codes and whether people will be required to sign in to our event and also sign in to the Ball Park Caravan Park.

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 till the last minute and enter then as it may be too late.

Numberplate option:

Due to the interest of numberplates in 2020, we are doing this again for 2022, no sequential numbers this time, see below for the 2022 plate.



There is an option on the Entry Form if you would like to order one, for participants only and entries with plate orders have to be sent to us by 1st Feb. 2022. The plates are \$30 each plus the entry fee.

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. Motorcycles can have their number card on the handlebar or other suitably visible location.

Important Information from Jan cont'd

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Ball Park Caravan Park:

Sonia and Andrew Palmer are back as managers of Ball Park Caravan Park. It is advisable that everyone staying in cabins, powered and unpowered camp sites make contact to ensure they are still booked in to the park. I have had a conversation with them regarding camp sites due to people being told it might be a first in first served process. The Palmers will endeavour to make sure everyone is happy with their campsite but you should make contact with them first.

Program of events:

Weds. 16th March:

Wednesday trip in 2022 will go to Rand. It is being organised by Alan Hirschel and Irene Bulmer, visiting the school, a local person Ross to do a presentation on grains, have lunch at the hotel and attend a working sheep dog display. On the way back Neville Smith has invited participants to view his Owl's Eye Museum.

Thurs. 17th March:

Deborah Birrell is organising the trip which will go to Tocumwal incorporating the Tocumwal Aviation Museum.

Fri. 18th March:

Friday's trip is being organised by Sam King. It is a local trip which will incorporate looking at the RAAF sites near Corowa, the Piggery, a nature reserve and part of the Shearing of the Rams trail and some 4WD.

On Friday night we have already lined up Russell Kelly who wrote a book about a missing Beaufort bomber as it is the Year of the RAAF. We plan to hold this at the Corowa Rutherglen Football Netball Club. There may be limited numbers due to Covid regulations so contact Jan now if you want to attend.

Daily newspaper:

Sam King will be organising the Daily Despatches newspaper. Ideally he would like reports on trip of the day and any stories participants would like to share. This will be handed out at the beginning of the day and available at the Site Office first thing in the morning. If any children who would like to be involved in distributing the newspaper around Ball Park, please contact Sam on 0406 255 802 or email: kingsmedals@yahoo.com

Swap Meet Stalls in Ball Park Caravan Park:

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

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. We feel this is the fairest way

Important Information from Jan cont'd

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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.

Radio Control model military vehicle contest:

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

Past copies of DVD's:

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

Themes for the following years:

2023 Year of the Heavy Metal and Military Kit

2024 Year of the Blitz

2025 Year of the Studebaker

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 past, present and future participants of the Annual Corowa Swim-In & 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 photo of any person who has attended Corowa so we can remember these people. We encourage you to provide us with the information.



Helping out at the Site Office while at Corowa:

In 2020 we had a number of participants who were not KVE members who helped out on the Site Office. Many of our KVE members also helped which we really appreciate and from a few of these people I spoke to said they really enjoyed getting to meet other participants. Jane and Warren Packer will be the Site Office Co-ordinators. If you are interested again in helping please let me know and we can make sure you are contacted.

Swap Meet Site Holders at the Corowa Showground:

This coming 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 to janandfrankmckenna@bigpond.com The application form is at the back of this newsletter with full 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. 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 Sunday at \$10 per night/per campsite.

Stalls can be open from Thursday to Saturday and charged per day, as below:

Stall Rates

\$20 per day for Outdoor site 6 x 3 metres (approx.)

\$25 per day for Undercover site 3.65 x 3.2 metres (approx.)

Double rates for double size areas (approx.)

Rules which the Showground Trust have requested we abide by:

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

The Racecourse toilet block will be opened either Friday night or Saturday morning. There are no showers.

Contact details are janandfrankmckenna@bigpond.com or phone (02) 6033 1148, Mobile 0427 331 148. Jan will be easy to recognise by her own safety jacket. Please Direct Deposit fees to "Corowa P A & H Society" bank account with reference details.

Hume Bank whose details are BSB 640000 Account No. 568163516

Put your name if possible so it is easier to track payment.

Booking form for Swap Meet stalls is on page 46 of this newsletter.

Joining KVE Inc.

To be part of the organising of the Swim-In in the future you are welcome to join KVE Inc. You can download a Membership Application Form from the website or ask me for a copy, also there is one on page 46 of this newsletter. 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 078 096 to 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.

Until next time,
Jan Thompson-Creamer
Secretary & Public Relations Officer

**WANTED****WS19 Radio and accessories**

With the last Centurions sold I have returned to my special interest of 40 years ago, Wireless Set No.19 and accessories.

I am interested in complete radios or any items connected with these sets. Let me know if you have any of these items for sale.

Tim Vibert

0407 480 354

timvibert@timvibert.com

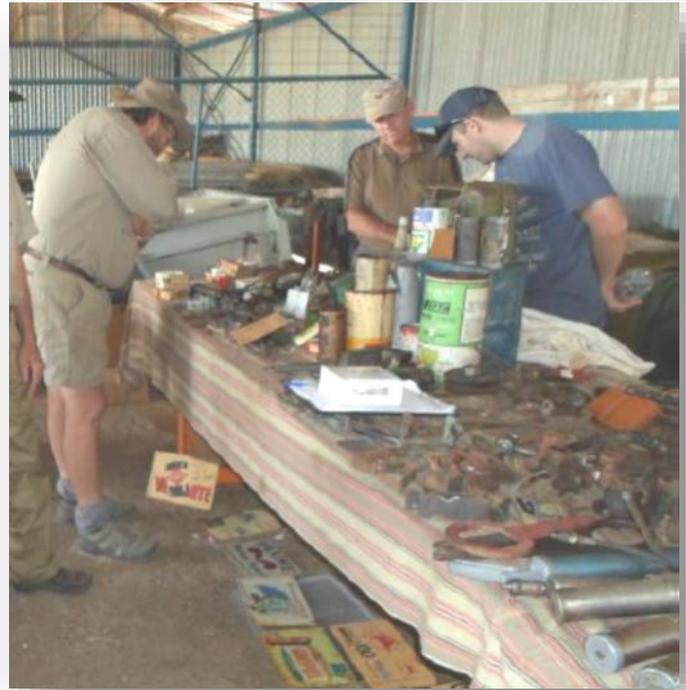
Annual Swim-In Swap Meet

Corowa Showground
Corowa, NSW

Saturday 19th March 2022

opens at 8.00am

Gold coin collection at entrance



The Swap Meet at the Showground will have covered and outside pitches available and it is requested that those who wish to book a pitch, do so in advance, to ensure they get their choice of Undercover or Outdoor. Stallholders only, will be able to camp at the showground from Thursday to Sunday, charges will be \$10 per night, per campsite.

Stalls can be open from Thursday to Saturday and charged per day as below.

Stall Rates

\$20 per day for Outdoor site 6 x 3 metres (approx.)

\$25 per day for Undercover site 3.65 x 3.2 metres (approx.)

Double rates for double size areas (approx.)

Rules which the Showground Trust have requested we abide by:

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

Stallholders who are camping will be able to use the cold showers and toilets which are owned by the Show Society. The Racecourse toilet block will be opened either Friday night or Saturday morning. The Swap Meet will be managed on behalf of KVE Inc.

Jan McKenna from the Show Society will be organising the sites and collecting all camping and stall fees.

Her contact details are as follows: janandfrankmckenna@bigpond.com

Or phone: (02) 6033 1148 - Mobile 0427 331 148

The booking form is on page 46 of this newsletter

Advance enquiries to Jan McKenna as above

Alternative contact is Sam King (KVE Committee member) on 0406 255 802 kingsmedals@yahoo.com

Theme ideas for 2023 - Discussion

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



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

Year of the Heavy Metal & Military Kit

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

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

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

Please contact;

Richard Farrant: kve.editor@btinternet.com

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



The next edition of this Newsletter will be out in January 2022.
It will be available on the website; www.corowaswim-in.org
or if you would like to receive it by email please contact the Editor on
kve.editor@btinternet.com and your name will be added to the emailing list.

Latest News!

Sonia and Andrew Palmer have returned to 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.



2020 Corowa Swim-In DVD

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

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

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

**To order the DVD, please contact Keith Webb and he will provide you with an Invoice and bank details. The contact address is: Keith Webb, 19 Lindsay Street, Macleod, VIC 3085
email: oldcmp.net@gmail.com Mobile: 0438 132 748**

Some stills from the DVD:



**Rotary Club of Corowa
Federation
Parade 2021**

**Thank you
Khaki Vehicle
Enthusiasts**

**We appreciate your participation
and continued support of the
Corowa Federation Parade**

**President Norman O'Flaherty
Federation Festival Coordinator Gary Poidevin
and all the members of the Rotary Club of Corowa**

January 24th, 2021

*Thank you to our local members who took part
in the Corowa Federation Parade
and 'flew the flag' for KVE
and the Corowa Swim-In*



RocHobby 1/6th Scale RC Jeep

Radio Controlled Model Races – Entry Form:

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

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

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

Name: **Age:**

Contact Number (Mobile preferred):

Email Address:

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

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

Is your RC Model water proof? Yes No

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

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

For Further Details, Contact:

David Barton – Mob: 0428 753 751

Email: davidbarton@netspace.net.au

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

Khaki Vehicle Enthusiasts Incorporated (KVE Inc.)
Mailing Address: 9/1 Millett Road, Mosman, NSW 2088
Contact : Jan Thompson Mob. 0412 078 096
Email: kveinc@optusnet.com.au Website: <http://corowaswim-in.org>

Tribute to Andy McFarland

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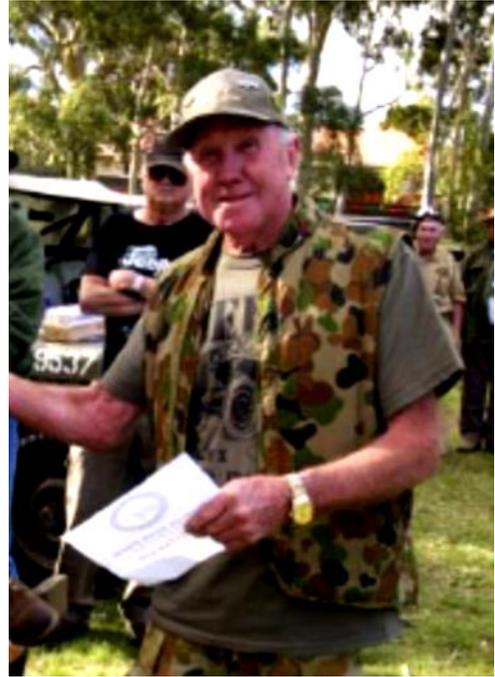
Earlier this year we heard the sad news that on June 1st, Andy McFarland had died, aged 79.

Andy will be remembered by many Swim-In participants for his Chev Cinema Van. I first met Andy in 1995 when he and his wife took part in Back To The Track and the van travelled on the train to Alice. He came from Sydney and lived at Bondi.

When several NSW enthusiasts came to Europe for the 2004 MVT Normandy D-Day Tour, Andy joined at the last minute but with no prior arrangements made, ending up joining myself, Warren Brown and Tony Luke in my Bedford QL for the tour. We had some funny times that week.

Andy, you will be sadly missed. RIP

Richard Farrant



Trackpad Publishing

For publication Available now.

Trackpad In-Depth

FIRE! The 25-Pounder in Australian Service

by Michael K. Cecil

<https://www.trackpadpublishing.com/product-page/fire-the-25-pounder-in-australian-service>

Mike Cecil titles are always a *tour-de-force* and his third book for Trackpad is no exception. All fans of this classic British field gun should be interested in this volume which describes the subject like no other previous book.

The 25-pdr gun-howitzer was, for many gunners in British Commonwealth countries, the quintessential field gun. Rugged, reliable, steady and accurate, the 25-pdr served the armies of Britain and the British Commonwealth well from the early days of the Second World War, through the war in Korea and the Emergency in Malaya. Many gunners lamented the passing of the 25-pdr when it was finally withdrawn from service in the early 1970s.

Although the 25-pdr field gun was designed in the UK, three countries manufactured the field gun in quantity – the UK, Canada and Australia. While the field gun was also adapted to the role of a Self-Propelled gun by the UK and Canada, only the Australians developed the gun to serve in four distinct roles, making the Australian experience with the 25-pdr gun unique. Only Australia adapted the 25-pdr field gun to the Self-Propelled gun, a light pack gun, and as a tank gun. Only Australia developed modifications to the field gun such as the foot-firing gear and the double air-spaced shield, and only Australia parachuted 25-pdr field guns into battle during the Second World War.

This publication details the 25-pdr gun, its ammunition and ammunition trailer. It examines in detail the range of Australian adaptations of the 25-pdr as a pack gun and Self-Propelled gun, and the 25-pdr carriage as the basis for the 17-pdr anti-tank gun. It demonstrates how the 25-pdr really was an adaptable piece of ordnance.

TP015 A4, full colour throughout, 240 pages, hardback. 550 photos and diagrams.
ISBN: 978-1-9998867-1-4

Recommended retail price 45.00 GBP

Ronnels Hobbies in Qld will be stocking it.

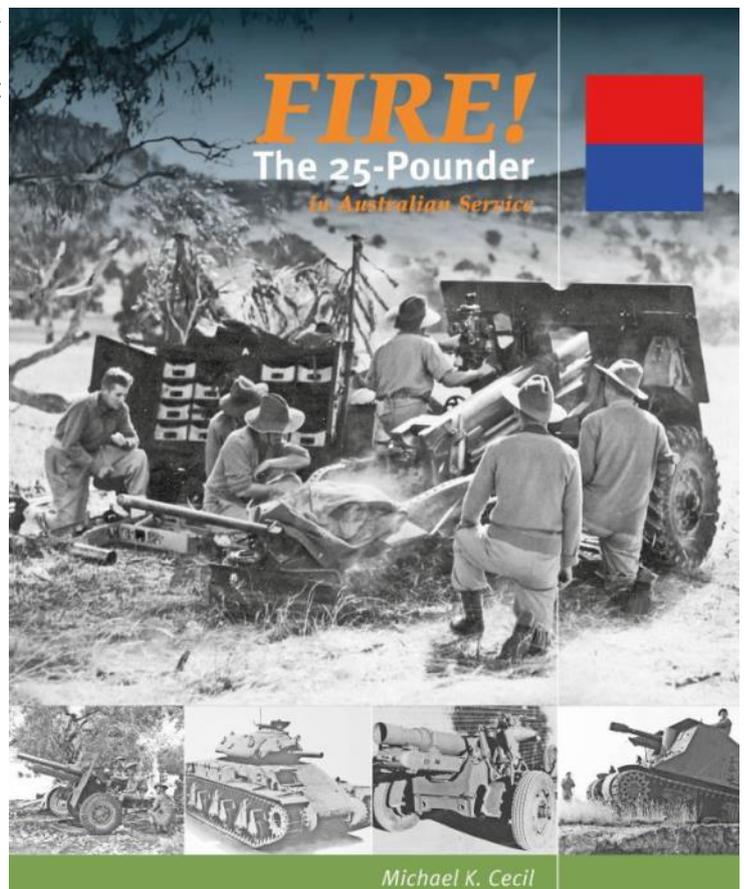
From the Trackpad website:

Australian Customers

Please visit Ronnel's Hobbies for domestic orders

www.ronnels-hobbies.com.au/contact

0429 077 800



The fascinating story of a Jeep

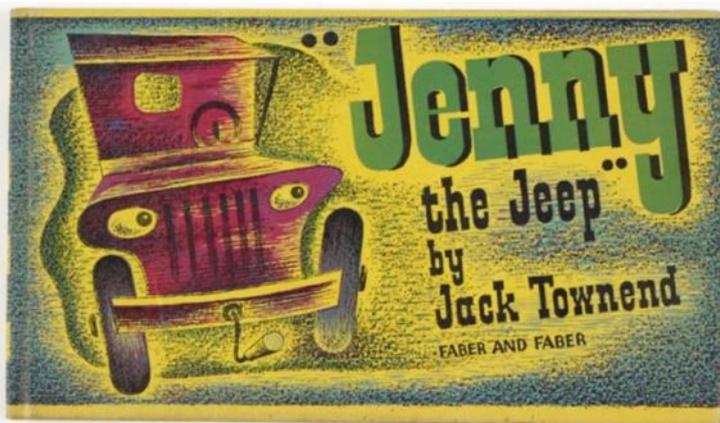
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The following article is about a jeep owned by Mike Jackson from England. Mike has attended Corowa twice as a visitor and is currently stuck in Queensland due to Covid. Oliver Barnham from England also features in the story and has also visited Corowa in the past.

Jenny the Jeep by Mike Jackson

It all started in early 1946 when the present owner's father returned home from the wars. He bought me this book and I loved it - knew the text off by heart eventually. Sadly it went missing in a house move, probably in the late 1950s. To quote from a review of the book -

“The story centres around a Jeep called Jenny who was made in the colour pink instead of green and all the other Jeeps didn't like her! Then one day all the Jeeps set off for Italy and all the green Jeeps tried to stop Jenny from getting on the ship but she made it. Jenny manages to pull a tree trunk out of the way for the soldiers and is hailed as the ‘queen of the Jeeps’ and is allowed to go in first position! After the war the Jeeps are to be sold and Jenny is chosen by an Italian man to be an ice cream cart, which she is very happy about!”



Now read on:

JENNY the Jeep - THE EARLY YEARS

This ¼ ton 4 x 4 Truck Ford Model GPW's early history not known, but it was built in Louisville, Kentucky coming off the production line on 4 December 1942. Frame Number was (and is) GPW 85169. Approximate hood number will have been 20192752. Probably shipped to Europe in 1943 and probably issued under Lease-Lend to the British Army. Service in the British Army in the Second World War, and afterwards in BAOR was evidenced by British Lucas-made sidelights and various German made – mostly electrical - components and a standard British Army convoy lamp to illuminate the rear axle differential when driving blacked out. These were present on the vehicle when found and have now been removed, but retained. The UK Census Number M1502277 indicates that Jenny will have been the subject of a major rebuild in the period 1944 to early 1950s. When the British Army adopted ERMs to replace Census Numbers Jenny was allocated 56YJ77.

Jenny was demobbed and disposed of by the War Office on 25 May 1959. Believed later to have been sold to a shipping company in Hong Kong as part of a lot of 12 Jeeps. They were to have been used to transport the workers from the Lantao Ferry Pier to an as-yet to be built slaughterhouse on the eastern tip of Lantao Island. The slaughterhouse project failed to reach fruition and the vessel(s) that the shipping company would have used to carry cattle from Darwin to Hong Kong was/were converted to carry Indonesian Muslim pilgrims on hajj to Mecca. The Jeeps – less Jenny who was left behind – were shipped to Indonesia to “facilitate” the pilgrim shipping contract. Jenny remained on Lantao.

HONG KONG 1970-1973

In early 1970 Jenny was found at Tai Pak, Lantao Island by a Remote Areas Patrol of 1st Bn Duke of Wellington's Regiment. She was purchased from Ta Hing Trading Co Ltd on 11 May 1970 for the sum of HK\$1,400.00 including two spare wheels, one spare fuel pump, two spare clutch plates and two spare sets of brake linings. In May 1970 HK\$1,400.00 equated to £96.45! After a certain amount of rectification work, Jenny became my daily transport in Hong Kong and although being left hand drive was registered there as AT 9671.

The fascinating story of a Jeep - cont'd

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Two anecdotes in the “It could only have happened in Hong Kong” category.

First: In early 1970 when I was attempting to register Jenny for the first time, my application to the Hong Kong Government Vehicle Licencing Department was rejected on the grounds that the Jeep was left hand drive. Only RHD vehicles were permitted to be driven on Hong Kong Island or the New Territories. Only on sparsely uninhibited offshore islands such as Lantau, where I found Jenny, was a LHD vehicle permitted to be used. Since I lived and worked on Hong Kong Island, this was something of a show-stopper. Converting Jenny to RHD was not an option, so what to do? The answer was



to show the authorities that I made a mistake when on my initial application I answered “No” to the question “Is the vehicle RHD?”. I was able to prove it by taking a black and white photograph of Jenny, flipping the negative and printing an image of a RHD Jeep. Since Jenny bore no markings at all, I did not have to resort to painting a number plate in mirror print. I attached a cheque and the photograph to the second application – and was rewarded by a Licence and the Hong Kong registration number AT 9671. I then drove Jenny in Hong Kong for two years and was never once stopped by the Police.

Second: I was (as Captain, Royal Artillery) a student on MOD Chinese Language School (CLS) Course C3 (February 1970 – September 1972). I was unmarried at the time and lived for the duration of the course in the Officers’ Mess, Lyemun Barracks. My personal transport for the duration of the Course was Jenny the Jeep. Girlfriends either hated her or adored her! Girls in the latter category were better value! One day, a friend who lived in Kowloon returned to the Jeep to find a note in Chinese tucked under the windscreen wiper blade. Translated the following day by the estimable Miss Yip, one of the instructors at CLS, the note was a request to hire the Jeep for a few days to assist in the making of a feature film in Hong Kong. I responded to the writer and agreed a price for the hire. It was at this point that I probably breached a handful of HQBF Hong Kong Security Standing Orders. The company making the film was entitled “Great Wall of China Movie Enterprises” and the film was to be titled “The Hawk of the Yis”. As if confirmation of the Communist Chinese connection was needed, at the end of the hire period I retrieved the Jeep undamaged, was paid the agreed sum in HK\$ and was given a still image from the film and my own copy of Chairman Mao’s Little Red Book - signed by the CEO of the Great Wall Company, not I regret, by the Chairman!).

Jenny’s vital statistics.

It was only in July 2019 that with the help of a friend who was something of an expert forensic photographer that I found and read Jenny’s Frame Number. This was revealed as GPW 85169. With the expert help of experts in the United States, this lead to a date of delivery from the Ford Plant in Louisville, Kentucky of December 4, 1942. I has always assumed that Jenny was born in Dearborn, Michigan in 1944. These details lead to an approximate hood number of 20192752.

With the help of more experts – this time members of the British Army Jeep Research (BAJR) forum- the frame number led to the UK Census Number M1502277 (later renumbered in the post-War system to 56YJ77. It also revealed the Date of Disposal (from the War Office) of 25 May 1959.

The fascinating story of a Jeep - cont'd

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Prior to being allocated the UK Census Number M1502277, Jenny will have had an earlier number and a previous existence. The prefix M150..... indicates that a Jeep with the Frame Number GPW 85169 was the subject of a rebuild sometime in the period from say Autumn 1944 through to circa 1947. When I found Jenny there was ample evidence that she had been used by the British Army in Germany in the period from rebuild to disposal – a British-pattern horn button mounted on the dash panel, a convoy light to illuminate the rear axle differential housing, the light switch and a trailer power socket – all mounted on the rear chassis member. In addition, there was evidence of a lockable latch to prevent the fuel filler cap from being removed and several of the instruments although matching the originals in size and design were actually made in post-War Germany and marked with the German VDO maker's mark. Finally and most unusually, mounted under the Driver's side front wing is a small plastic horn which was recently identified as being original equipment on the early post-War Citroen 2CV. How and why did that end up on a British Army Jeep?

If Covid-19 ever ends and I return to the United Kingdom I think I will seek expert advice and try and find any traces of marking on the sides of the bonnet hood and on the windshield. When found Jenny was painted in overall light "Battleship" grey. I've no idea why.

HONG KONG TO UNITED KINGDOM 1973

In September 1972 the owner was posted back to UK from Hong Kong and thence to Northern Ireland. Jenny was left in the safe keeping of a friend, Oliver Barnham, in anticipation of my return to Hong Kong in 1974. While serving in Northern Ireland I heard from Oliver that he was prepared, to drive Jenny back home. I agreed. Oliver takes up the tale from here:

Oliver worked for The Hongkong and Shanghai Bank aka "The Bank". This venerable institution, unaware of the advent of air travel, required its junior expatriate staff to work 3-year tours of duty, followed by five months leave. This was time enough to drive Jenny to England.

Oliver talked to a mate, one Paddy Dawson who was also due for home leave, and who also liked the idea of driving back to England, and the project was borne. So Jenny was shipped to Bombay - the bill of lading read UNCRATED 2/ND HAND PRIVATE MOTOR CAR "FORD Jeep" REG. NO. AT 9671 – on 12th February 1973. Oliver and Paddy headed there shortly thereafter; Oliver travelling by way of Vietnam to see his local girlfriend (now wife) Colette in Saigon, and to buy American tools, rations, and medical kit in the street markets which, at the time, were liberally stocked with plundered US kit.

Then to India - and what follows is in Oliver's own words:

"The Jeep arrived in Bombay in March 1973, intact except for various small items (windscreen wipers etc) which had been liberated on the docks.

The start of the trip was delayed owing to the need to perfect Jenny's insurance and carnet (a critical booklet of 'passes' required to get across borders). I met up with Paddy and we used this waiting time to buy a Jeep trailer (which we fitted with a strong lid), and to trawl the vehicle parts market in Bombay's Opera district for MB and GPW spares - a wonderful selection of which was still available even though few WWII Jeeps were still running in India. Because of all this, we left Bombay two weeks late, and the weather was beginning to warm up.

The route – In broad outline, we planned to drive north from Bombay up through Gwalior and Agra to Delhi, then to turn left and head for Amritsar and the Indo/Pakistan border. From there, our route would take us to Lahore and Rawalpindi, and thence to Peshawar and the Khyber Pass and up to Kabul in Afghanistan. The direct east-west route from Kabul to Herat was then (and still is) impassable for motor vehicles; so, we had no option but to drive southwest through the desert from Kabul to Kandahar in Helmand Province, then northwest up to Herat, before crossing over into Iran. The plan was then to drive to Mashhad, then up to the Caspian Sea before crossing the hills down to Tehran. Our route would then take us to Tabriz, then over the mountains into Eastern Turkey - Then west to Istanbul, then Greece, Yugoslavia, Austria, Germany, Belgium, and home.

The fascinating story of a Jeep - cont'd

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The Journey - We started to encounter heat problems from the very start, with fuel vaporising in the pipes and the radiator boiling merrily (Cure: Firstly, we installed a fuel bypass direct from the fuel tank to the carburettor, using a rattly old SU electric fuel pump. We then gave the radiator a 'birthday'. This involved an anxious morning at a roadside garage watching as wild-eyed mechanics cooked our radiator over an open fire in a nearby ditch. The rad worked perfectly ever after).

Further up the road, near Gwalior, steam started pouring from under the bonnet and the temperature gauge went off the clock. Opened the bonnet to find a snapped fan belt. No problem as we had a spare in the trailer. Tried to fit it. Wrong size. Miles to the nearest town, but then a miracle happened. A small brown boy came past on his bicycle and stopped to say hello. Fan belt problem? Come with me... and he took me (on his bike) for a couple of miles to a shack in the middle of nowhere selling fan belts. Bless him. It's a tiring 700-mile journey by road from Bombay to Agra. Dusty sparse countryside. And in April it is hot. Our accommodation was either in our tent or in Dak bungalows. Water drawn from railway water towers. It was a relief to arrive in Agra at Laurie's Hotel (a wonderful remnant from the Raj). Paddy and I agree that the bath and cold beers we had on arrival were amongst the best we have ever had.

A quick spot of sightseeing to see the Taj Mahal, then on and on through Delhi and Amritsar to the Pakistan border at Wagga. Problems here. Relations between India and Pakistan were awful at the time and the border crossing was only open for one day a week. The Indian side was wretched. No facilities, and a long queue of unhappy people sitting in the dust and the sun waiting to cross. Eventually it was our turn. The border on the Indian side was managed by two fat women sitting at a trestle table. We were required to write our particulars and passport details on the back of used pages torn from a child's exercise book. Then: "How much money are you carrying?" "About DM1000". "OK. You can keep DM700. That leaves 300 for us". Shrieks from me and Paddy. "OK" said the women "If you want to make a fuss, go back to Delhi, and we'll see you again next week" And so, with bad grace, we paid up and crossed the border into Pakistan. The contrast could not have been greater. A neat little bungalow with a white picket fence. A very smart customs officer with an impeccable Kaiser Wilhelm moustache, wearing a crisp dark blue uniform with Sam Browne belt, highly polished boots etc. "Welcome to Pakistan. I appreciate that my Indian colleagues up the road may have caused you some distress, so let us get the essential formalities finished as quick as we can, and get you back on the road. By the way, would you like a cup of tea while you are waiting? – So, just a few questions:

"Are you carrying any firearms or weapons?" "No".

"Any seditious literature?" "No"

"Any drugs or prohibited pharmaceuticals?" "No".

"Alcohol and tobacco above and beyond the ration?" "No"

"Any pornographic material? Naughty pictures, sexy underwear, and things like that?" "Oh No" "Damn. You see, I have this private collection"

Onwards into Pakistan. Mechanically uneventful driving through Lahore and Rawalpindi; then a detour up into Kashmir to explore the area around Murree, an old family haunt (My grandfather spent many years in the 1920s and 30s soldiering on what was then the 'Northwest Frontier'. He was based at Abbottabad and in the hot weather he sent grannie and the children up to Murree, a colonial hill station on the lower slopes of the Himalaya). Murree was unchanged and lovely ... and comfortably cool. At one point we stopped a postman on his bicycle to ask the way. He offered to show us, so we bundled him (and his bag of letters and bike) into the back of the Jeep and spent an hour or so 'doing the sights' and helping him with his round.

The fascinating story of a Jeep - cont'd

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Onward to Peshawar and Green's Hotel (three stars for ambiance and atmosphere, no stars for anything else). Then over the border into Afghanistan in the company of vintage Bedfords and flocks of goats, and up the Khyber Pass towards Kabul. The pass was just as dramatic as advertised. Interesting driving. A pause at the top to brew tea by the side of the road outside Jalalabad. Approached by a friendly local trying (unsuccessfully) to sell us hashish.

All was quiet at the time of our visit to Afghanistan. The king was still on the throne and the Russian invasion was still six years away. The Kabul bazaars were as exotic and colourful and dirty and noisy as one could wish for. Was tempted to buy lumps of ancient Greek statuary and bits of British Victorian era military kit but did not.

Time to move on, and then catastrophe hit. We were loading our trailer in the road outside the Hotel Grande Imperial Splendide (a doss house by any other name) surrounded by the usual crowd of onlookers, when we were surprised by robbers who grabbed Paddy's briefcase and ran off with it. Away went half our money, Paddy's passport, and our insurance documents. Having recovered our composure, we made our way to the Irish consulate where Paddy explained the loss of his passport and asked for a new one. Very unsympathetic people. To them we appeared to be just another couple of 'hippy trail' youngsters who had probably sold the passport for travel money. It would take a month before they issued a replacement. What to do?? A toss of a coin decided the issue. 'Tails' and we would sell the Jeep and fly home together – or 'Heads' and I would drive on alone. Heads won. So, after a rather anxious parting, off I went with Jenny on the road to Kandahar.

100 miles of desert driving south of Kabul I passed a group of men who decided to use me for target practice. (Stones, not bullets thank God). They were good shots and managed to smash my windscreen. Then a hundred miles further on I came across a group of distraught tribesmen whose ancient truck had run out of petrol. I was carrying extra fuel and could give them a jerrycan full. Got a rather different reception from the greeting I had received from the stone-throwers.

Outside Gazni I was waved down by men sitting by a hut at the side of the road. They turned out to be meteorologists manning a weather station and had no reason for stopping me other than to offer hospitality. "Where was I from?" "England". "Ah, England... We're the ones you didn't get!".

As it was now extremely hot and I obviously was not going to need it anymore, I gave away most of my cold weather kit, a move that I would later regret. On through Kandahar and up the road to Herat. Weather still very warm. Jeep running nicely. Herat beautiful (Sadly not so beautiful these days as it's magnificent mosque and most of its medieval towers have gone). Parked in a shady lane to the amusement of a bunch of giggling schoolgirls. Walked off for lunch. When I returned, it was to find that the girls had decorated Jenny and the trailer with flowers. Very touched.

The Afghan-Iran border. Dusty and primitive on the Afghan side. On the Iranian side, neat officials in a modern air-conditioned office. Down the road to Torbat Jam. Shops with glass in the windows! Recognisable consumer goods! Ice cream for sale! Wow! Spent a couple of hours in Mashad sightseeing, having the windscreen fixed, and buying bits of turquoise for Colette.

Back on the road north to Gorgan. More engine cooling problems. This time a leaking water pump. Luckily, I carried a spare impeller shaft and bearing. An hour by the roadside with a drift and hammer, and the problem was cured. Further on; a quick look at the Caspian Sea, then over the hills to Tehran. This involved a terrifying drive through long unlit tunnels. The sudden changes from bright sunlight to pitch dark were most un-nerving.

Tehran was boringly modern, but it was wonderful to spend a night in a comfortable bed with clean sheets. I didn't tarry, and left next day for Tabriz, where I had trouble with the police for parking in the wrong place. Then onwards northwest to the Iran- Turkish border crossing at Bazargan.

The fascinating story of a Jeep - cont'd

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Up until now, the weather had been kind with the temperature varying between 'comfortable' and 'hot' (hence the reason why I gave away my cold weather kit). The situation now changed. The road climbed higher and higher; it became seriously windy, and it started to snow. In addition to these delights, I found myself sharing the narrow road with heavy trucks. Bear in mind that Jenny had no side screens, and I had no winter coat. Oh, the thrill of travel and the excitement of exploring new places!

Onward through Erzurum, Sivas and Ankara to Istanbul and the Bosphorus crossing from the Asian land-mass to Europe on the other side. At the time of my arrival in mid-1973, the crossing was by ferry as there was no bridge. So, onto the Istanbul ferry went Jenny and me. For a while now, I had been having trouble with her timing, and try as I might I could not get it quite right. (The cause of the problem was only revealed when I got back to England and stripped the engine down – the timing chain had stretched). When the engine was hot, it would often refuse to restart until it had cooled down. Thus, when the time came to drive off the ferry, the engine refused to restart on its own. All the other vehicles drove off leaving Jenny and me on our own and being shouted at by the crew. We required a long, hefty push before we could get going again.

Our ignominious departure from the ferry was more than made up for a few minutes later, when I pulled into a lay-by alongside Istanbul's city wall. A car pulled in behind me, and out popped a man who introduced himself as the motoring correspondent from Istanbul's leading newspaper. He apologised for the intrusion and asked me to tell him about Jenny and explain the 'HK' plates on the back. On hearing that we had come from Hong Kong, he was more than a bit surprised. He took photos and assured me that Jenny's picture would appear in the papers... but sadly I could not wait around to see what was published.

Onwards to Greece. The first indication that I was getting near home was a huge Amstel Beer sign at the border. (Poignant as Amstel was the beer of choice at Lyemun, where Mike Jackson and I had restored Jenny and consumed many pints of the stuff).

Nothing memorable to report as I drove up into Europe through Greece and Yugoslavia, until I reached Ljubljana in northern Slovenia. Here I studied my map to determine the easiest way to get to Klagenfurt in southern Austria. There seemed to be two options – either stay on the main road, or take the shorter route over the Loibl Pass, which would save many miles of driving. So, this I did. I should mention here that for the last thousand miles, I had been keeping pace with an oil leak from the transfer case, by topping it up once or twice a day.

The road up the Loibl Pass was lovely. It was a summer evening and I hoped to get to Klagenfurt by nightfall. There was no traffic and fine views into the Alps as the road wound higher and higher and the road got steeper and steeper. Forty-five minutes went by and then suddenly Jenny stopped dead.

The engine continued to run, but the gears had locked up. Somehow, I managed to run the Jeep back to the side of the road, and then walked round it a couple of times wondering what to do. The road was deserted. It was beginning to get dark, and it was obvious that I would have to spend the night here. At this moment, an old lady appeared and handed me a mug of coffee. She explained that she lived just up the road, and had been watching out of her window, waiting for her son to return from work in Kranj – and had seen me get into trouble. Son duly returned a short while later, and the family invited me to dinner and to stay the night. In the event I spent two nights with them and spent the intervening day repairing my transfer case. It turned out that shortage of oil had caused the roller bearings on the intermediate shaft to break and grind the shaft until the intermediate gear itself had slipped and jammed against its neighbours. Luckily, the gear was not irreparably damaged, and I had a spare set of bearings. So, it was just a matter of filing and fitting a new intermediate shaft. Rough work, but my makeshift repair lasted me until I got back to England and found a replacement transfer box (£5 in a Clapham scrapyards – Those were the days!).

The fascinating story of a Jeep - cont'd

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The rest of the trip went smoothly. I had an emotional moment on the Ostend – Dover car ferry when we sighted the white cliffs, and another when I stopped at a pub near Ashford and had a disappointingly ordinary glass of beer. Then on to Reigate where I stopped at a Chinese restaurant for food and chatted to the staff. Incredulity when they learnt that Jenny and I had come from Hong Kong, and they all trooped out to see her. I decided to press on and try to get home to Gussage-all-Saints in Dorset that night. This meant driving in the dark, which was something I had avoided up until now. I got as far as Alton on the A31 when the thermal fuse on the main light switch cut-out. That was it. Time for bed, so I pulled onto the grass verge and curled up in the back of the Jeep for a couple of hours sleep before starting off again at first light – and arrived at Gussage-all-Saints in time for an early reunion with my parents, and a very welcome breakfast.”

Afternote: The arrival date in England is not known, but Jenny received a parking ticket issued in London E1 on 16 July 1973.



CARRY ON UP THE KHYBER

The white paint was applied as a security measure while crossing the Khyber Pass – to indicate to the watching Adoo, Mujahideen, Taliban, Dushman, etc. that Jenny was no longer a military vehicle.

BACK IN BLIGHTY

On return to the UK in 1973 and prior to registration as 4158 DG., Jenny is seen here in the Ashdown Forest, Sussex with the owner's father at the wheel.

In the owner's absence overseas with the Army, Jenny spent much of the period from April 1980 to late 1984 in the care of Mike Palmer (CVD Ashchurch and 39 Signal Regt (V)) who completed a rebuild, marked Jenny as a vehicle of 4 Aust Armd Bde, New Guinea 1945 (in deference to the owner's Australian wife) and had her registered as 4158 DG.



MUSEUM OF ARMY FLYING AND BACK TO THE OWNER

In order to give Jenny a safe, dry home until the end of my itinerant military life, she was on long loan to the Museum of Army Flying, Middle Wallop from November 1984 where she remained as an exhibit – usually as the cargo of a Waco Hadrian glider - until retrieved in October 2009. Then to Richard Farrant of FV Restorations and Repairs, Ashford, Kent for the definitive rebuild. This was completed in September 2010.

The fascinating story of a Jeep - cont'd

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As at the time of writing (June 2021) Jenny is safely hidden away in Somerset. She was last on the road in March 2020 - her owner having been in Australia since that date – an unintended consequence of Covid-19.

Unusually Jenny bears no national markings but occasionally can be seen at shows bearing the signs – on magnetised flexible plastic plates – of the Australian unit that my later father in law served in in New Guinea 1943-44 – 1 Line Unit (Royal Australian Signals) 1st Australian Corps. I find this saves debate about the fidelity of markings when at shows since experts in Australian Army formation signs and vehicle markings are few and far between in the United Kingdom.

Restoration of Jenny in 2010

by Richard Farrant of FV Restorations & Repairs

On seeing the jeep for the first time I noted signs of boiling under the bonnet from its use many years ago. On removing the top hose it was half full of debris! Once the engine was removed and dismantled the water jacket was found to be choked with rust and debris. The front swivel bearings had suffered a pounding on the trip as the rollers had created dents in the cups! A full strip to bare chassis was done with full mechanical overhaul, and body repairs also. The photo on the right was taken nearing completion.



Postscript from the owner

Jenny II as she is today. Markings are for 1 Aust Line Unit, R Aust Signals, 1st Aust Corps, 2 AIF New Guinea 1944 (my late father in law's unit)

The Ford badge was "retrieved" from the remains of a Ford Blitz truck on the Gold Coast about 40 years ago. Ron (brother in law) gave it to me and I stashed it away until about 2018 when I fitted it to Jenny II. The aim was to save people at shows saying, "One of them Willys Jeeps innit?" It doesn't work – they look at the Jeep and then ask the question! I had the magnetic plastic message on the bumper made up before I discovered (from frame number) that Jenny II was made in December 1942. The aim is to cover the number plate at shows. I'll have to get it corrected.

Your Stories

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

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

then please contact the Editor,

Richard on kve.editor@btinternet.com

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BACK TO THE TRACK 1945 – 2020/21

After participating in the last Back to the Track Rally in 2015 that commenced in Adelaide travelling through the Flinders Ranges up through Queensland into the NT via the Plenty Highway to Alice Springs in our 1944 GPW, this time we decided to be daring and take the truck, a 1945 Studebaker US6. Planned for August 2020 to coincide with the 75th anniversary of VJ day this all came to a screaming halt with the arrival of Covid!

Come July 2021, it's on again and following in the footsteps of the original "Australia Remembers" Back to the Track in 1995 (the 50th anniversary of the end of WW II) we were about to embark on an amazing road and camping trip to discover what remains of the war time sites and commemorate the military history in the Northern Territory that was the front line in the battle for Australia during WW II. This overland supply route was the vital link in Australia's defence strategy and was a remarkable feat of engineering and determination to turn a dusty track that followed the Overland Telegraph line, then known as the North - South Rd or "The Track" into a sealed road that saw an extraordinary amount of activity taking men and supplies North and wounded South. Responsibility for The Track was taken over by the Army in 1940, major construction and upgrading works were carried out during this period using the resources of the Army, Department of the Interior, Allied Works Council, SA HD, NSW DMR, Qld MRC, Vic CRB, and a US Army Engineer Battalion. The Civil Construction Corps and the Civil Alien Corps provided labour. The Americans had three D8 bulldozers that proved a challenge to transport, the Australian road authorities had D7 size machines and low loaders to transport them. The first D8 was trucked to Larrimah, damaging the trailer, and then walked to Pine Creek; the remaining two were walked 800 miles (1300 km) on a rotating shift basis from Alice Springs to Pine Creek.

The Department of Defence decided in late 1941 due to increased traffic, to strengthen the Alice Spring to Larrimah Road and provide a bituminous wearing surface. The Victorian CRB recommended that three Barber-Greene heavy-duty mixers be imported from the USA to enable the work to be carried out. Any bitumen used on the project had to be imported into Australia, transported by train to Alice Springs and then trucked in 3½-ton trucks over a rough high maintenance gravel track to where it would finally be applied to the road. These were just some of the difficulties encountered during the building of this road.

So, after much preparation, on July 6th we and other members, Doc & Win Carpenter and Kerry Oatley (both in Jeeps) set forth for Alice Springs. Due to the lockdown in greater Melbourne, we refuelled at Trafalgar not stopping until Ballarat where we refuelled again (this was to be a common occurrence) camping that night at Lake Burrumbeet. The next morning just out of Ararat the first technical hitch occurred when the truck ground to a halt with a faulty ignition module (modern technology!) quickly changed we continued to Horsham where we enjoyed the hospitality of Doc's sister for two days before moving on to Lake Lascelles and spending a cool night camped in the truck at -3 degrees, taking the opportunity to repair a flat on one of the Jeeps.

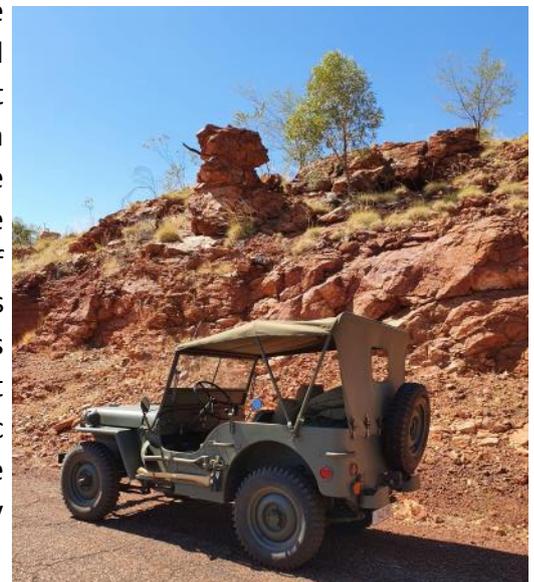
From there we spent a night at Murrayville crossing the border at Pinnaroo after completing the necessary Covid and quarantine checks, camping that night at Burra Ck Gorge. After talking to the nice man at the NHVR Weighbridge about Left Hand Drive stickers and drivers diary's we spent some time with a friend in Pt Augusta before heading north into what was to become a 60 km/hr head wind that lasted for three days! After one night in the desert, we struggled into Coober Pedy and elected to stay a day until the wind dropped and, on the 19th, we crossed into the NT experiencing another border check where I have to say, I don't think the coppers had a clue what they were doing! All good, onward to Alice Springs where we camped at the Road Transport Hall of Fame and volunteered for twelve days – why so long? Well, the official part of the trip didn't leave Alice until August 1st and we must have had a premonition about border closures as shortly after leaving Victoria everything went pear shaped and SA closed its border, then the day after we crossed into the NT they shut their border with SA, escaped by the skin of

our teeth! We spent the time refurbishing three rooms for use as an RSL display as their premises in Alice were being broken into on average three times a week (one of our group later lost gear from one of the caravan parks also – three nights in a row!) Our spare time was spent visiting the local attractions including a visit to the Old Goal – Women’s Museum where the CWA put on a Soup and Corn Beef sandwich meal as they did for the troops in WW II and a visit to the historic 7 Mile Aerodrome followed by a BBQ at the Aviation Museum.

Now 2700 km from home on Sunday August 1st 08.45 hrs we, along with about 40 other vehicles departed Alice Springs for Ti Tree some 194 km distant, visiting historic sites such as the Chinaman’s loading ramp, WW II staging camp, Tropic of Capricorn, Ryan’s Well etc. Arriving at Ti Tree where the local volunteer fire brigade was to supply a BBQ for us, we find that there is only two of them and they are also the local coppers who are out of town on a job! Baked beans then! We had also organised to camp at the recreation reserve however the toilets were locked, and it appears the woman in charge was in Alice Springs having a baby, so with the convict past of one of the Western Australians (sorry mate) and the help of a skinny Queensland kid we broke into them! – At least there were no cops in town to worry about! This was to set the theme for the next few stops!

Monday August 2nd, we depart Ti Tree for the Devils Marbles (Wauchope) Hotel (199 km) visiting the Barrow Bore staging camp and Wycliffe Well, site of a WW II Army farm, to camp on the cricket pitch (well it was in 1945) now just a clearing in the scrub with zero amenities – there were some interesting sights around the communal tent/en-suite thingy that evening!

Tuesday August 3rd travel to Devils Marbles for a group photo shoot then onward to Tennant Creek (116 km) – what can I say, boarded up windows, the supermarket was new because someone had burnt it down a couple of times, we had to register at the RSL before camping at the showgrounds, but they were shut, and the local Barkly Council provided security for us at the showgrounds, get the picture? The local CWA however did a sterling job providing a three-course meal that night. Next day we visited historic mine sites, the WW II hospital, tyre cooling dip/bore and more before departing for Renner Springs (162 km) detouring over part of the original road to Churchill’s Head, Morphett Creek Engineers depot and Banka Banka Staging Camp. Arriving at Renner Springs we had negotiated to camp for free with the assumption that participants would patronise the roadhouse for meals, drinks etc however the managers had a change of heart, it would now be \$17.50 per person to camp in what was ostensibly the tip! Many of us opted to camp twenty k’s up the road in a disused gravel pit!



Thursday August 5th Depart Renner Springs for Daly Waters (246 km) exploring Elliot staging camp, visiting the local school and Newcastle Waters before camping at Daly Waters Rodeo grounds – except someone had Camels on agistment there so no camping! Camp behind the Pub then with limited amenities, thought I’d be smart and jump the fence into the Camping Park next door to have a shower only to find the shower I’d chosen had no shower head, just a pipe sticking out of the wall!

Friday August 6th after visiting the historic aerodrome we departed for Larrimah (96 km) only to be greeted by a Police roadblock, it appears someone in Tennant Creek had seen a few NSW regos in our group and thought they’d snuck across the border illegally, wasn’t the case so all good. Some of us moved on to the WW II Gorrie Airstrip to camp as we had a photo shoot there the following morning, it was here Cheryl had her first US6 driving lesson.

Back to the Track 2021 by Leigh Shields - cont'd

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Saturday August 7th departed Gorrie for Mataranka (78 km) and a soak in the pools then on to Katherine (116 km) the following day where we camped on the abandoned airstrip next to the Katherine Museum, meals were supplied by the Museum and the Katherine Vehicle Enthusiasts Club and were excellent. Having a free day, we visited friends 30 k's out of town before departing for Adelaide River (213 km) the following day. We enjoyed free camping and excellent meals courtesy of the Adelaide River Show Society featuring a display by a local Light Horse Group (the Equine type) Being the 10th it was also census night, not sure how the stats will stack up as most of us had partaken of a few sherbets before filling in the forms!

Wednesday August 11th after a dawn service at the Adelaide River War Cemetery we left for Coomalie Airstrip, wartime home of 1 PRU flying Mosquitoes and the site of the last bombing raid on mainland Australia in WW II, we were greeted by a DC3 landing and were given a guided tour and talk by the current owner Richard Loxton. Then on to Noonamah and Darwin via the Good Shepherd Lutheran College where the kids had a ball clambering over the vehicles. Then the Palmerston Gateway Shopping Centre for the TV cameras. Camping at the Darwin Aviation Museum we visited the Darwin Military Museum, Wharf area and the QANTAS Hanger Museum as guests of the Motor Vehicle Enthusiasts Club who provided us with an excellent breakfast.

The official part of the event concluded with a BBQ dinner at the Aviation Museum followed by a Kangaroo court and auction where participants were fined for misdemeanours along the way with funds going to Mates 4 Mates a veteran's charity and the NT Red Cross.

After replacing the voltage regulator in the alternator, the second bit of modern technology to give grief we set off for home, initially we were to go via Qld and NSW, but Covid restrictions forced us to unfortunately travel home the way we came, refuelling at Noonamah a guy came up and started talking about the truck then casually mentioned that greater Darwin and Katherine was going into lockdown at midday, half an hours' time! First we'd heard of it so off we went and made it out with ten minutes to spare, unfortunately our travelling partners were twenty minutes behind us and got locked down for three days.



We used this time to tour the Litchfield National Park and the Batchelor area where Cheryl's father was stationed during the war and as the Katherine lockdown was extended, we obtained travel permits to pass through but not stop in Katherine. After yet another border check at Marla we elected to take the Oodnadatta Track to Oodnadatta (this is where the "Driver under Instruction" plates made their second appearance), then the Coober Pedy Rd back out to the highway, some 400 km of predominantly unsealed road, fifty k's of which could best be described as a corrugated, boulder strewn goat track! Would be OK in a modern 4WD but the Studebaker suspension doesn't have much give, LHF shocker decided it was going to

Back to the Track 2021 by Leigh Shields - cont'd

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throw in the towel and started leaking oil.

No further drama until just north of Port Augusta where we found out a couple of Covid cases had been detected, not wanting to be quarantined when back in Victoria we decided to give it a miss and after grinding our way up Horrocks Pass ended up camping outside Peterborough. Next day saw us head to Paruna near the border and again Pinnaroo was labelled as a possible hot spot, so once again we went around it crossing the border to Murrayville and on to Birchip. The following day saw the weather deteriorate and given we couldn't really stop anywhere in Vic we carried on in the wet and dark arriving home about 7.30 pm after travelling 534 km that day.

Congratulations must go to Doug Draeger who organised the event in what could only be described as trying times, it was unfortunate that most of the NSW participants were in lock down however if they had attended most of the venues would have been unable to cope as they were struggling with the increase in tourist traffic as it was.

Distance covered 8978 km; fuel used 3250 litres giving an average fuel consumption of 36.2 L/100km (7.8 mpg) Cruising speed 70 kph (45 mph)

Leigh Shields.

reprinted from **The Gippsland Vehicle Collection – “Shed Chatter”**



Above right: “Somewhere in the Pacific” (Mataranka)
Above left: Jeep on rails at the old Ghan railway.
Lower left: Studebaker US6 over the pit in the Ghan loco shed.

The trip to the New England (and back again)

Normally, a group of military vehicle blokes head to Guyra from Narrabri to take part in the get together that is part of the annual Lamb and Potato Festival, held each January. This year, COVID put a stop to that, but didn't put a stop to the enthusiasm of the participants. Here is a brief run down on what took place.

On Friday morning, January 22nd, a group of travelers assembled at Malcolm and Julie Roy's, on Kaputar Road, Narrabri, for scones, jam and drinks, before heading off on their substitute annual trip to Guyra. The scones were so good that they nearly didn't leave. Out for the first time after a long and careful restoration was Wayne Hottis's Ford Jeep. He had



confidence that his workmanship would ensure a trouble free first outing, and it was good to have him along.

There was no Lamb and Potato Festival in Guyra this year due to COVID, but the "usual suspects" decided on a trip up there anyway, and six WW2 army Jeeps (driven by Mal Roy, Ray Johnson, Nobby Nobilo, Wayne Hottis, Harvey Black and Warwick Johnson) and Jim Brown's Series 2 Army Land Rover, along with Tony Wills driving Mal's Ford Ranger with a recovery trailer behind, made up the contingent. A number are Swim In participants and members of KVE, and all are involved with the local Namoi Valley Antique Vehicle Club. Harvey was towing his Bantam T3 trailer, as he had plans to bring home a quantity of Crossley truck parts.

With no real deadline to arrive at the other end, the route for this year was more varied, and the first stop was made at the new Maules Creek War Memorial, about 40kms out, to check it out. This is a truly impressive memorial, adjacent to the little Fairfax School, and is a real credit to all involved in the project. Well done, Maules Creek. This tiny village so often achieves well above its size.

On departure from there, they ventured past the end of the bitumen into the plentiful dust clouds, as the road got rougher and narrower, climbing up into the southern end of the Nandewar range. A short stop was made to inspect the lonely gravestone of a young girl, Dorothea Lloyd, who was buried just off the road there in the pioneering days. Off into the dust once more, and tackling the serious winding climb to the top of Spion Kop, with another short stop at the summit to check on everyone and have a look at the spectacular view. Malcolm's Willys had developed a squeak in the driveline, and various experts put forward their diagnoses. With nothing to be done, Malcolm ploughed on.

On arrival in Barraba, a bee line was made to the pie shop, only to find a sign on the door that they would be open again on the 27th! No good at all for the hungry drivers. Food was procured across the street and everyone sat in the street to eat. Nobby's brain had been going at 100mph, and he had a theory about Mal's squeaky Jeep. He got underneath and discovered that a stone had hit the protection disc in front of the diff pinion seal and bent it back. After a tap with a hammer and punch, the noise was cured. They left Barraba with no mechanical problems. Warwick decided to fuel up before leaving town.

The road to Bundara had more bitumen than the map showed, which was good, but there was a considerable amount of dirt, some good, some rubbish, but all very dusty. Harvey got fuel at the servo, once into town, though others had enough, and everyone headed off up through Lara and Baldersleigh

The 2021 Cancelled Guyra Event - cont'd

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Stations to the Guyra objective. This was reached mid afternoon, and after booking in to the motel, instead of the usual showground venue, the rest of the day was spent socializing. Food was got from down the street. Serious wine tasting took place for some hours, and fibs were told.

On Saturday morning there was a small car show up at the showground, along with some music and stalls, and they organized themselves into this. This filled in the most part of the day, what with catching up with friends and yarning amongst themselves. There were some interesting vehicles perhaps not seen before. Mostly the local club, they thought. The rest of the afternoon was spent at the motel, yacking amongst themselves or with other guests. There had been no vehicle troubles, and little maintenance was required.

On Sunday morning, in conjunction with Rob Williams, who is the driving force re the regular Guyra Military Vehicle Get Together, they travelled to Armidale via some back roads, firstly to see military collector Bill Weston's shed. Lots of heavy hardware in there, with two Grant tanks, two Stuart tanks, bren gun carriers, Daimler Ferret, Vietnam era personnel carrier, Studebakers and Jeeps and all the stuff under the sun. Bill is going to have his hands full with the projects he has on the go. He kindly put on a sausage sizzle and cold drinks for their lunch. Well done, Bill!



If that wasn't enough, the next visit was to Des and Lyndon Hardman's homes, to gasp in wonder at the collections these guys have amassed over lifetimes of collecting, restoring and preserving. These fellows had run a big dealership for many years and had collected all sorts of rare and interesting vehicles. Sheds full of restored examples of often rarely seen cars, and then the extra sheds down the back with all the available space jammed full of an amazing range of unrestored motoring history. A large part of the afternoon was spent there investigating the collections. At the end of the visit, they travelled back to Guyra via the New England Highway.



Monday morning was an early start, as the guy Harvey needed to see in Glen Innes wanted

everyone there by 0800. In the fog which was enveloping everything, and with headlights on, they headed off before breakfast for the run up the highway, wipers on for those with electric devices. There are a few significant hills between Guyra and Glen, and they were reminded that Jeeps have only just enough horsepower for the use they put them through.

On arrival they went to Steve King's yard on the North side of town, where the only spare Crossley parts anywhere in the country were stored. (Not really the only parts: a considerable amount were lifted from Bandiana Museum's back sheds, though they were supposed to be with Harvey's Crossley when he bought it). The Glen Innes bits were all going to end up in Harvey's Bantam trailer and they were a full load. With many hands and the forklift for the really big bit, they were loaded and screwed down onto the timber frame in the bottom of the trailer. Steve was able to get to work on time, and everyone else headed for the main street to get some brekky.

The line up of Jeeps (and Jim's Land Rover) up the main street caused a bit of interest amongst some of

The 2021 Cancelled Guyra Event - cont'd

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the locals, and the Jeepers sat on street seats or Mal's trailer and ate their pies and drank their coffee. The fog they encountered was the nearest thing to moisture they copped during the whole trip. Readers of past trip reports about this yearly outing will realise just how significant that was. The usual Guyra experience was rain, rain and more rain!

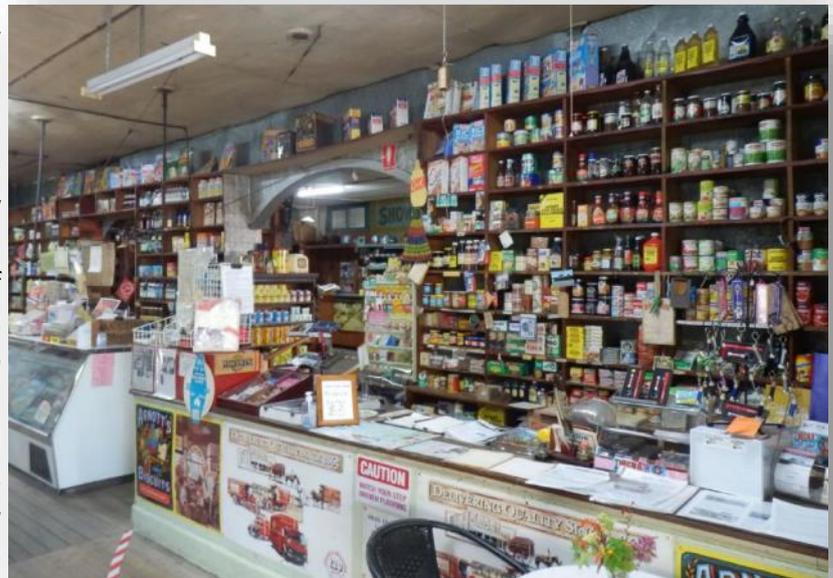
On the way out of town on the Inverell road they stopped to get photos of their vehicles under the blade from a wind turbine. This one was damaged in transit and has been mounted up as a tourist attraction. The size of the blade up close was truly impressive. The hills between Glen Innes and Inverell are covered in turbine farms, so majestic in their movements. There were also some steep hills on this run as well, but it was significantly downhill overall.



On reaching Inverell, they parked up a bit out of the CBD, and sent Mal on ahead to find the motel and scope out the area. They were booked into accommodation in the middle of the main street, and wanted a straight run into the parking area. Arrangements had been made on the phone for the nice people at the Wing Hing Long historic shop museum in Tinga to open it up for them, so after lunch they headed out there in four vehicles and arrived at 2pm as arranged.



This museum is a remarkable place. The business was run by a Chinese family right up until some time in the nineties, and on closure after over 100 years of trading was immediately taken over as an historical artifact by Guyra Shire Council, NSW Heritage, and others. While remedial work has been carried out on the structure of the building, its layout and stock have been left exactly as was. The volunteers who opened up for them were extremely friendly and knowledgeable, not just about the museum, but about the tin and other mining, and the varied circumstances of the little town. Recommended! Willsy was excited to find a manual telephone exchange amongst the gear out the back. Loves his phones!



Tuesday was going home day, and after fueling up they all headed for Bingara, where everyone stopped at the pub for morning coffee and hot chocolate. A fellow with an old (comparatively) Nissan Patrol and a caravan held some of them up a bit, but the trip home went off without too much drama until Ray ran himself out of fuel, due to not transferring fuel from the jerry into the main tank when everyone else did.

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The 2021 Cancelled Guyra Event - cont'd

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Harvey reported having to use first gear on some hills in the Nandewars due to the load of engine bits in the trailer.

According to Wayne, they did over 750 kms on their journey, which was just about enough given the thickness of World war II Jeep seats. Jim would have had a much more comfortable ride in the Landy. No real breakdowns were reported, and all in all, a most interesting outing, considering what they all normally went up there for was cancelled. Not a raincoat in sight! Hopefully, the Guyra event will be back on in 2022, and they will do it all over again.



The photos show some of the highlights of the adventure.



Thank you to Harvey Black for sending in this report



'Bathurst Remembers World War 2 Exhibition 2022'

marking VJ Day & end of WW2

NEWEST DATE - Exhibition now from Friday 25th February to Monday 28th February 2022 - Open: 9am to 5pm

The four day event will be held in four pavilions at the Bathurst Showground, Sydney Road

This WW2 Exhibition will consist of "Snapshots of World War 2" - 600 enlarged photos of soldiers in action, battlefields, training, the home front, Bathurst Army Camp, etc. There will also be the "Wall of Valour" - Over 130 enlarged photos of World War 2 Service Men and Women with an association with Bathurst who enlisted and served" over 2000 assorted photos in all.

Guest Exhibitors will display over 3,000 military items and WW2 memorabilia, uniforms, large display by Military Vehicle Group of NSW and other vehicle groups, medals, RAAF & POW items, Damien Parer St Stanislaus College photo display, a rustic military picture theatre, Military Guest Speakers and lots more.



Supported by the Bathurst District Historical Society, Bathurst RSL Sub branch, Department of Veterans' Affairs, Bathurst Regional Council, and the Bathurst Showground Land Manager.

For further details contact Curator - Alan McRae on 02 63315404 amcrae@lisp.com.au

October 2021

**The military vehicle coordinator for this event is Jan Thompson-Creamer
If you would like to take part in the event with your vehicle contact Jan on
0412 078 096 or email to jan.thompson1@optusnet.com.au**

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Where to stay around Corowa

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

Business Name	Address	Location	Phone
<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>			
Arcadia Motor Inn	127-135 Federation Avenue	Corowa	02 6033 2088
Best Western Heritage Motor Inn	25 Edward Street	Corowa	02 6033 1800
Federation Motor Inn	330 Honour Avenue	Corowa	02 6033 2022
Corowa Golf Club Motel	Hume Street	Corowa	02 6033 1466
Corowa Motor Inn	69-73 Riesling Street	Corowa	02 6033 1255
Golfers Lodge Motel	71 Hume Street	Corowa	02 6033 1366
Golfers Retreat Motel	57 Hay Street	Corowa South	02 6033 2059
Greenacres Motel	91-99 Federation Avenue	Corowa	02 6033 2288
Howlong Golf Resort	194 Golf Club Drive	Howlong	02 6026 5321
Lone Pine Motel	17 Lone Pine Avenue	Corowa	02 6033 2966
Corowa Gateway Motel	203 Sanger Street	Corowa	02 6033 1566
Motel Menere's	146 Federation Avenue	Corowa	02 6033 1066
Motel Wingrove	147 Federation Avenue	Corowa	02 6033 2055
Riverside Water Front Motel	7-9 Cadel Terrace	Wahgunyah	02 6033 1177
Statesman Motor Inn	2 Edward Street	Corowa	02 6033 2411
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
Oakleigh 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
Hotel Australia	Sanger Street	Corowa	02 6033 1052

Where to stay - cont'd / For Sale

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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.

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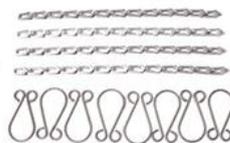
**A-1240
JACK**



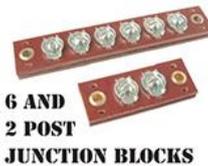
A-1312 HORN



**MVK-1024 M-B
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**MVK-1002 GPW
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**A-3051 SOCKET
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FUEL TANK SEAL KIT



**MVK-1009 GPW
FELT GROMMETS**



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LOOM**

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SPARE
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**A-313
OIL CAN BRACKET**



**A-1306 C-B
REFLECTOR**



**A-2900
PIVOT TOP BOW**



**GPW-
1153142
PIVOT TOP BOW**



**MVK-1022
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**GPW-3686
IGNITION SWITCH-
FORD KEY**



**A-2517
IGNITION SWITCH-
WILLYS KEY**



**A-6811
IGNITION
SWITCH-
WILLYS
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**GPW-3686-B
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**A-971 GEARSHIFT
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**A-2895
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**A-3823
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**A-2473
THUMBSCREW
WINDSHIELD
PIVOT**



A-1345 SWITCH



**A-4120
STUD TOP OF
WINDSHIELD**

The Corowa 'Year of' series of DVDs

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

Available from **Keith Webb, 19 Lindsay St., Macleod, Vic. 3085**
at \$30.00 each plus postage (except 2020 DVD at \$35 each + post).
Contact **Keith Webb** on **0438 132 748** or email **oldcmp.net@gmail.com**

2002 - Year of the Blitz

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

2003 - Year of the Studebaker

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

2005 - Year of the Carrier

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

2006 - Year of the Armoured Car

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

2007 - Year of the Cycle and Staff Car

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

2008 - Year of the Tracked Vehicle

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

2009 - Year of the Amphibian and Blitz 2.

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

2010 - Year of the Jeep

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

2011 — Year of the British & European Vehicles

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

2012 - Year of the 6X6

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

2013 - Year of the 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 the only running SC1 Scout Car built as reverse lend-lease for airfield defence for the US forces. The special feature is the keynote speech given by Tim Vibert.

DVD's for Sale

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2014 - Year of WW1 - Year of the Ford

In 2014 the twin themes of World War One and Ford vehicles made for an interesting gathering. This year there is a good selection of vehicles covered including Bob Schutt's magnificent restoration of a Ford C11ADF 'Woodie' station wagon, Ken Gehrke's recreation of a Model T Australian light patrol vehicle, Anthony Shorten with his WW1 Dodge recreation and Perentie and many more. The spectacle of the parade of vehicles led by Rick Cove's WW1 Albion.

2015 - Year of the General Motors and Emergency Vehicle

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

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

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

2017 - Year of the International and Carrier 2

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

2018 - Year of the Land Rover

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

2019 - Year of the Amphibian and Prototype

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

Corowa Swim-In 40th Anniversary

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

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

2020 - Year of the Military Motorcycle \$35

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

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

Khaki Vehicle Enthusiasts Incorporated (KVE Inc.)

Mailing Address: 9/1 Millett Road, Mosman, NSW 2088 Contact : Jan Thompson
 Mob. 0412 078 096 Email: kveinc@optusnet.com.au Website: <http://corowaswim-in.org>
 Organisers of the Annual Corowa Swim-In & Military Vehicle Gathering

Military Vehicle Group of NSW (MVG NSW)

Contact : Secretary: David McKinley 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)

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

Victorian Military Vehicle Corps (VMVC)

Address: PO Box 1209, Kensington, Vic 3031
 Contact : Gordon Edwards Phone No: (03) 93768208 Email: a42ausjeep@hotmail.com
 Dates of Meetings: 1st Tuesday of each month Locations: Rats of Tobruk Hall, Albert Park.
 Website: www.vmvc.org.au "A military vehicle collectors club"

WW2 Jeeps NSW

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

Military Vehicle Group of Tasmania Inc.

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

Directory of Australian Military Vehicle groups - cont'd

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Wartime Vehicle Conservation Group SA Inc. (WVCG)

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

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

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

Land Rover Owners Club of Australia Sydney Branch Inc.

Mailing Address: P.O. Box 172 Concord West NSW 2138 Contact email: secretary@lroc.com.au
 Date of meetings: 4th Wednesday each month from 8-9pm (exc. Dec)
 Location of meetings: Denistone Sports Club Ltd., 59 Chatham Rd., Denistone, NSW 2114
 Website: www.lroc.com.au
 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.



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



FEDERATION COUNCIL

**Sponsors of the 2020
Corowa Swim-In & Military Vehicle Gathering**
KVE wishes to thank the Federation Council for their generous
support of the event.



COROWA
RSL CLUB

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

Corowa RSL Club Ltd
PO Box 356 Corowa 2646

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

T 02 6030 5000
F 02 6030 5060

abn 28 001 066 628
acn 001 066 628



KVE Inc

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

KVE Incorporated

Organisers of the Annual Corowa Swim-In

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

Please visit our website for more info:

<http://corowaswim-in.org>

Also see us on Facebook - corowaswimin

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

See you at Corowa in March 2022



KHAKI VEHICLE ENTHUSIASTS INC.

Unit 9/1 Millett Road, MOSMAN, NSW 2088

Mobile: 0412 078 096

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

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

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

MEMBERSHIP APPLICATION FORM

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

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

 (*occupation*)

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

KVE Membership Fee \$30 per year

Family Membership Fee \$45 per year

Amount Paid

Signature of applicant

Date

Nominated by

Seconded by

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

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

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

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

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

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

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

Ref. No.	Date:	Amount \$
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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

2022 Corowa Swap Meet booking form



**COROWA PASTORAL, AGRICULTURAL & HORTICULTURAL SOCIETY INC.
PO BOX 190, COROWA NSW 2646
SECRETARY : Jan McKenna - 0427 331 148**

**APPLICATION FOR TRADE SPACE FOR SWAP MEET AT THE
2022 COROWA SWIM-IN & MILITARY VEHICLE GATHERING
TO BE HELD AT COROWA SHOWGROUND ON SATURDAY 19TH MARCH
(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 : **\$20 per day for Outdoor 6 x3 metres (approx.)**
 \$25 per day for Indoor 3.65 x 3.2 metres (approx.)
 Double rates for double size areas (approx.)

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

Queries, contact Jan McKenna 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 (MUST BE PAID AT TIME OF BOOKING TO SECURE YOUR SITE)

Camping @ \$10 per night

Inside undercover @ \$25 per day

Outside site @ \$20 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

Organised by



Supported by



42nd Annual Corowa Swim-In & Military Vehicle Gathering

Monday 14th March to Sunday 20th March 2022

Held annually at Corowa, NSW

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

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

ENTRY FORM

Entrant / Driver:

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

Military vehicles entered: (*Trailer details not required*)

Year	Make	Model / Type	Registration/ Permit No.

Disclaimer & Declaration - Please Read & Sign

Disclaimer

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

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

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

Entrant's Signature:	Date:
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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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2022 COROWA SWIM-IN Year of the Jeep & RAAF PLATES - \$30 each



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

Qty:

\$

Closing Date for Plates orders is 1st Feb. 2022

ENTRY FORMS TO ARRIVE BY 28th FEBRUARY 2022

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

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

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

Entry Fee can also be paid straight into the Westpac cheque account for: "Khaki Vehicle Enthusiasts Incorporated" BSB: 032521 Account No. 162538
Please enter your bank deposit reference, date and amount in boxes below:

Ref.	Date:	Amount \$:
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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.