



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

Edition No. 45
October 2023

COROWA SWIM-IN 2024

YEAR OF THE BLITZ



1940's



2020's

In this issue:

Entry form for 2024

Swap Meet booking form

Updates on the 2024 event

Articles on;

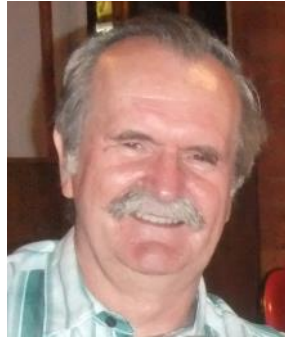
Blitz rebuild and adventures, DUKW's and LARC's
and more.....

**Thanks to our
Supporters :**





KVE Committee



Richard Farrant
President
& Editor
Home: +44 1233 627618
Mob: +44 7770 378253
kve.editor@btinternet.com



Harvey Black
Vice President
Mob: 0427 254 374
harveyblack@bigpond.com



Jan Thompson-Creamer
Secretary
& Public Relations
Home: 02 9969 7607
Mob: 0412 078 096
kveinc@optusnet.com.au



Ray Mobbs
Treasurer
Mob: 0427 435 490
rmobbs@y7mail.com



Kel Baxter
Committee Member
Mob: 0428 575 059
kel@kelbaxter.com.au



Sam King
Committee Member
Mob: 0406 255 802
kingsmedals@yahoo.com



Tim Hughes
Committee Member
Mob: 0407 027 744
tim_hug@hotmail.com



Elke Hoyerermann
Committee Member
Mob. 0429 300 894
E.Hoyerermann@gmail.com



Wal Lingen
Committee Member
Mob: 0419 411 129
morundah25@gmail.com

Edition No. 45**KVE News****October 2023****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 of KVE Secretary:****Jan Thompson-Creamer, 31 Bexhill Avenue, Sussex Inlet, NSW 2540, Australia****Phone: 0412 078 096 Email: kveinc@optusnet.com.au****Website: www.corowaswim-in.org**

President's Report

G'day,

Time is moving on and planning for the 2024 Corowa Swim-In is in full swing. The theme will be Year of the Blitz and there are a lot out there, we encourage you to bring your Blitz along and join the gathering. Full details of the event are in the Secretary's Report on the following pages and entry form at the end of this newsletter. As always, any type of ex-military vehicles are welcomed to our event.

If you intend to enter our event, we urge you to send in your entry form as soon as possible so that we can plan numbers for ordering items for the Participant Packs and to get an idea of numbers of participants and vehicles. If you enter then find you cannot make it, then we can either hold your entry fee over to the following year or give you a refund.

Something to note the Corowa RSL has recently changed name to Club Corowa, their updated details are on page 32.

Any questions, please contact us, our contact details on the previous page. We look forward to receiving your entries. The next newsletter will go out around mid-January.

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

KVE received a grant from the Federation Council for the 2023 event, we thank them for their continued support of the Swim-In.

**FEDERATION
COUNCIL**

Secretary's Report

Page 4

Important information for people attending the Corowa Swim-In in March 2024

Secretary's / Public Relations Report

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

KVE preparations for the Swim-In: March 2024:

We were very impressed with the number of participants this year. Due to an increase in costs we have decided to increase our Entry fee to \$30 for 2024.

Entry Form for 2024:

If you haven't returned your Entry Form for 2024 please do so ASAP so it gives the organisers an indication of the numbers and types of vehicles along with the number of participants we are to expect. KVE was formed as an Incorporated Association in 2005 to run this event and we have insurance for people who are registered in. Please support us and send in your Entry forms early for next years event. By the end of the year we organise our mementoes and to get accurate numbers we like participants to register early and they are then guaranteed of a pack.

It only costs \$30 per vehicle to enter and if you preregister by 28th February you will receive a participant pack upon arrival in Corowa. **Jan has moved so please take note of the new KVE address: 31 Bexhill Avenue, Sussex Inlet, NSW 2540.**

KVE Site Office:

We are looking for people who may be interested in helping out with shifts on our roster system. It is a good opportunity to meet some of the participants from far and wide. KVE would like to give thanks to those people who assisted in 2023.

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

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

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

Vehicle Numbers:

Upon arrival at Corowa you need to go down to Ball Park Caravan Park and register your vehicle. With this large event there is no way we could get an accurate number of vehicles in attendance if we didn't do this. Vehicle numbers will only be given to people with an ex-military vehicle in attendance. 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.

Theme vehicles will also receive identification card to put alongside your vehicle number.

Secretary's Report - cont'd

Page 5

Memorial Board for enthusiasts who are no longer with us:

Each year we lose some well known military vehicle collectors. KVE has a Memorial Board and would appreciate an A4 size article including a photo of any person who has attended Corowa so we can remember these people.

Offers of help are gratefully appreciated:

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

1. People on the Sunday 10th March to put together the Participant packs and help set up the Site Office.
2. People to take on shifts at the Site Office from Monday 11th to Saturday 16th March. During the week the site office is open at Ball Park Caravan Park and on Saturday a temporary office is located at the Showgrounds. To run the office effectively we require a minimum of 3 people on each shift. In the past there have been both KVE members and participants who have helped and we really appreciate their help.
3. Marshals for the Showgrounds.
4. People to help pack away our site office at Ball Park Caravan Park at the end of the week..

2024 Program of Events:

During the week we organise trips to places of interest. So far next year there will be a trip to Glenrowan and Milawa and a visit to the Corowa Sheshed.

At this stage our guest speaker on Friday 15th March will be Stephan Cheers. Steve is a 37 year veteran of the army. Married with 2 daughters. He is currently writing a reference book on the Australian Soldier covering all field uniforms and equipment from 1915 to 2015. Steve has an amazing collection and on ANZAC Day sets up a display outside his house and raises money for charity.

Swap Meet Site holders at the Corowa Showgrounds:

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

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

The official day of the Swap Meet at the Showground will be on Saturday. 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.

Secretary's Report - cont'd

Page 6



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

Stall rates

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

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

Double the rate for double 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 at future events.

Stallholders who are camping will be able to use the toilets which are owned by the Show Society. The Racecourse toilet block will be opened either Friday night or Saturday morning. There are no showers.

The Swap Meet will be managed on behalf of KVE, Jan McKenna from the Show Society will be organising the sites and collecting all camping and stall fees. Her contact details are as follows (**Note new email address**):

janandfrankmckenna@gmail.com or phone (02) 6033 1148 - Mobile 0427 331 148

Jan will have her own safety jacket.

Please Direct Deposit fees:

Hume Bank whose bank details are -

BSB 640000

Account No 568163516

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

Themes and dates for 2025 and 2026:

In 2025 it will be Year of the Mack and Unimog. Monday 10th to Sunday 16th March

In 2026 it will be Year of the 6X6 Monday 9th to Sunday 15th March

VOTING FORM

Please put this form in the Suggestion Box by 12 midday on Saturday 16th March. At 1200hrs this box will be cleared and any forms received after this will not be included. We need time organize the results for the presentations on Saturday night. Please come along at 8pm to the presentations outside the radar van.

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

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

Name:

Reason why:

Secretary's Report - cont'd

Page 7



Hard Luck award:

Name:

Reason why:

Breakdown Award:

Name:

Reason why:

Longest distance driven in a military vehicle:

Name:

Number of Kilometres driven:

Encouragement Award:

Name:

Reason why:

People's Favourite Choice: *For your favourite vehicle attending this year.*

Vehicle rally number:

Type of Vehicle:

Blitz Theme - People's Choice: *For your favourite Blitz attending this year.*

Vehicle rally number:

Swap Meet Stalls in Ball Park Caravan Park:

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

Contributions to our KVE Newsletter

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

Joining KVE Inc

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

For further information on the event please feel free to give me a call on 0412 078 096 or send an email to kveinc@optusnet.com.au To ensure you are kept up to date with details send me an email to get on the database.

Until next time,

Jan Thompson-Creamer - Secretary

Legacy Centenary torch bearer

Page 8



On Saturday evening which is the Saturday 16th March 2024 we have our Presentations from 8pm. Isabella and Bill Bates are going to share Isabella's Legacy Centenary experience with our participants. She started fundraising at Corowa in March 2023 and is currently one of the highest fundraisers. She was a torch bearer in Ballarat and was invited to final day at The Shrine on Friday 13th October. She was given some very distinguished medallions and ended up being one of the most well-known torch bearers. Come along and hear her experience which is an amazing story for a 13 year old child to experience. KVE committee and members are very appreciative of the support that was given to Isabella over the past 6 months. There is still time for people to donate money so hopefully she could end up being one of the 3 highest fundraisers.



<http://corowaswim-in.org>

The next Corowa Swim-In is in 2024 will have the theme

Year of the Blitz

The first theme that we had was in 2002 and was for the Chev and Ford Blitz trucks, this was repeated in 2009 so it is now time to run it again with a lot of these old vehicles now in preservation.

If you have a Blitz truck we invite you to enter it for 2024, entry form at the end of this newsletter.

As always, all types and makes of ex-military vehicles are encouraged to attend.



IMPORTANT NOTICE

Please note that all posted correspondence such as Entry Forms, etc. must be sent to this **NEW ADDRESS** for the KVE Secretary (Jan Thompson-Creamer)

31 Bexhill Avenue, SUSSEX INLET, NSW 2540

Guest Speaker for 2024

Page 10

At this stage our guest speaker on Friday 15th March will be Stephan Cheers. Steve is a 37 year veteran of the army. Married with 2 daughters. He is currently writing a reference book on the Australian Soldier covering all field uniforms and equipment from 1915 to 2015. Steve has an amazing collection and on ANZAC Day sets up a display outside his house and raises money for charity. On ANZAC Day this year, Stephen set up his displays of manikins dressed in uniforms and was nominated as a Community Champion in a competition conducted by Moorebank Sports Club for Neighbour of the Year.

The photos below are of the display outside Stephan's home on ANZAC Day 2023



A Tribute to a friend of many

Page 11

A tribute to Henri from his daughter Christine de Wailly

Henri de Wailly

1934 – 2023

As a young lad, from North to South of France, Dad travelled hitchhiking and later bought a motorbike. He later worked in the Merchant Navy for which he sailed from the Atlantic to the Pacific Oceans, yet Australia was not at sight. Later he quite the Navy and with determination, enthusiasm and the support of our mother, Brigitte for those who recall her, he set-up a museum about the end of the French campaign in WWII that led to Dunkerque. To the museum was attached an association of vehicles lover and restorers. He was prepared to go to Australia.



Dad and Mum landed one day in the nineties without having a clue of what was in store for them. They meet Brian & Maureen Bell at a vehicle exhibition, became friends and altogether felt in love with Australia. That was the start of a long journey. Brian enlisted Dad to Back-to-the-Track in 1995 to Darwin. That was the very 1st Back to the Track of a long series. Then came many other trips including one to the Gulf of Carpentaria (with Antoine, one of his grandsons) and his last to the Kimberley. He had so much fun and joy with you during your fascinating historical trips, in discovering your wonderful country. Thank you to his fellow companions, especially to those who kindly shared their vehicle with him. Among them Dutchy and his Landcruiser, Monty and Hugh Davis. Sorry for not naming you all, you're so many.

He drew during his trips, and even sold his drawings at the end of some trips in Alice Springs to Support the Flying Doctors. Dad loved his outback expeditions with you, generous and passionate people. This led him to discover the role of the Australian troops in Syria in 1942, a subject for which his book was translated into English by an Australian publisher.

He enjoyed taking part in the Corowa rallies and meeting you there. Some of you visited Dad in Paris, he was always pleased to see his Australian friends with their sense of humour and cheerfulness. With them, he visited the Australian National Memorial in Villers-Bretonneux and the Meaux museum in memory of the Anzacs troops.

Merci !



Henri at the Back To The Track farewell dinner in Darwin 1995



Our Blitz Journey

by Trent McClure

For us, or perhaps myself in particular, our journey began with me watching my son and his mates having what looked to be a lot of fun in their 4WD vehicle; mostly Nissan Patrols. Having watched them over a period of time, and never having had a 4WD myself, I decided that it was time that perhaps I got one. Being one for attempting 'different' projects slightly out of the normal, I knew that I wanted something a little different than what most would have. Living on the edge of a National Park with some tracks that Lisa and I like to walk, I thought that a new toy would be fun to 'throw' together, keeping the expenditure on a low budget, and just get out experiencing some trails. To do this a pre-requisite would mean that it would have to go on club registration, so something older was in order.

Now, I can't recall when it struck upon me, or in fact how I ever knew, but something from within told me to have a look at Blitz's. So, I did. I started checking the usual, Ebay, Market Place, Gumtree, etc. It was on Gumtree that I stumbled across Toby's ad. He had an F60L for sale. (I didn't even know what those letters and numbers meant at the time!). After a couple of phone calls and some discussion with Lisa, we decided that we might go for a little trip up to Wallanthery to have a look at the Blitz.

We have an old 54 Chevy truck that we decided to take for the journey, so we loaded up the swag, a few supplies and set sail one morning leaving Bendigo in good time. It was a pleasant trip seeing a number of new sights along the way.

Arriving at Wallanthery we were met by Kim, Toby's mum, and she led us to old 'Blitzzy' sitting quite lonely under an old gum tree. Immediately we set upon giving him a good look over, brushing the copious amounts of spiders and webs out of the way. He was quite intact still having all of the switches, dash, doors, levers and gear stick knobs etc. There was some rust in the cab and tray, which I must say, had put me off a bit.

Knowing that Toby had managed to start and actually drive Blitzzy years earlier with the help of John Mackie, I had brought with me a number of tools and a borrowed six volt battery to see if I could get some life into him once more. Now, I'm no mechanic but like to have a go, so I hooked up the power and with a couple of wires tidied up I managed to get him cranking over. Alas, it wasn't to be our day as there was no sign of firing. Though the asking price to become the new custodian of Blitzzy was slightly higher than others I had seen advertised, he still seemed in much better shape than the others, so I was in a bit of a quandary as to what to do. Another factor on my mind was the cost of getting him to home as well, which was unknown at that stage. With much to think about, we said our goodbyes to Kim and headed back toward home.

I was initially against the purchase after leaving there. I was thinking of how much work would lay ahead in just simply getting him running and then the expense of the required components, tyres, windscreens etc. for even club registration. So there I was chatting with Lisa, basically trying really hard to talk myself out of getting him. But these old trucks have a way of getting under your skin I've found out and it was only days later that a deal was struck with Toby and I was now the owner of my first ever CMP. Old Blitzzy.

Ok, so now I had to get him home! Pricing around, I sought a good deal from Jay who did a fantastic job of delivering Blitzzy to home intact and undamaged. We have a horseshoe driveway at home, so to ensure that Blitzzy didn't get sidelined, I got Jay to unload him in a place where he would be most inconvenient, forcing me to get him mobile under his own steam as quickly as possible.

The next morning I was up and into it, having a good look over the truck. After a quick phone call to a mate and following his instructions, I found a couple of loose wires and with hitting the start button, this time with 12v connected and a squirt of 'start ya bastard', old Blitzzy coughed once, coughed again, and then fired into life after a minute settling into a rough idle. I was so excited! Into gear, clutch out and he moved! No brakes as the pedal was seized solid, but the handbrake worked so all was good.

An adventure with a Ford Blitz - cont'd

Page 13

Being mobile now, I was able to get him down into the backyard and set upon him with a pressure washer. There was years of Willanthery mud, wasp nests, spider webs everywhere and a couple of green frogs. Emerging after a few hours now having transferred the mud etc from Blitzzy onto myself, it was then that I began to see the trucks full beauty. While wet, it was very easy to see that he was still wearing his original camouflage paint!

Next step was clearing a spot in the shed, no small task but after good time it was done and he was reversed into position. The plan at this stage was still just a quick tidy up; free the parts that weren't working and get him to a point where club registration would be possible. Little did I know then how that plan was going to change...

On the 17th of June 2022, the very first part that I removed was the overflow tank, then followed the grill and radiator helping expose Blitzzy's poor old heart. Now, I don't think that I've mentioned it, but I'm a FIFO (Fly In, Fly Out) worker which at that point in time had me on a 3/1 roster. 3 weeks away 1 week at home minus the travel time to get to work and back which at that point in time was in Liverpool, NSW. This lifestyle often doesn't allow for a lot of working time on projects but it does allow for lots of thinking and research which became quite helpful.

Through reading a lot of Blogs on the MLU website and on other pages, I rapidly learnt more and more about the Blitz trucks, various configurations and components used. One of which I found exciting and felt a necessity to have would be a factory winch. So one Sunday while stuck in Liverpool, I went searching on the internet for a winch and ended up stumbling upon an advertisement for one. The ad had been listed a couple of years earlier and the phone number provided was a residential number, unusual for this day and age.

So I rang and a fellow, Wayne, answered. He was quite surprised that I was enquiring on an advert placed so long ago but yes, he still had the winch, and yes it was still for sale. The phone call continued on for about 45 mins with discussions about Blitz trucks with Wayne answering all of my questions and it was here that I found out, as I have now many times since, how most people that are enthusiasts of these old trucks are so willingly happy to chat about, share experiences, give advice, and impart their knowledge to new comers such as myself.

Off I went to see Wayne one Sunday while up there and ended up returning back to the job site in Liverpool with not only the winch, but also many other parts that Wayne insisted I may need. He was right. In amongst those parts were a few sand anchors, a complete set of pegs for one, and a pair of scotches.



With the grille and radiator out, it made room to check the engine over, so my mate (the engine builder) came over with his compression tester and we had a peek at the engines condition. Sadly, but not unexpected, the numbers it returned were not very good. The decision, naturally, was made; the engine would need to be rebuilt and of course, brakes are handy, so they were going to get a little attention also. This was around August.

An adventure with a Ford Blitz - cont'd

Page 14

Then came the game changer. Another good mate had been telling me about the Big Red Bash concert held in Birdsville every year. He asked if we'd like to tag along and so I, for one reason or another, said that we would and what's more we'll drive the Blitz there. What was I thinking!!! So with that, thoughts on what needed doing became a whole lot more serious. I had managed along the way to get both the manuals required for the F60L, both very handy tools for anyone contemplating a rebuild of these trucks and I certainly wouldn't have achieved what I have without them. Now the build was on and every component was going to get looked at....

Right or wrongly and very possibly now in hindsight wrongly, I had the idea that I would need to 'gear' the truck for highway speeds. I selected quite a tall tyre, 11:00R20's and also embarked on trying to find a set of 6.5:1 gears for the differentials. Looking through the parts book, it showed that the part numbers between Chev and Ford were interchangeable. Please keep in mind that I was totally unfamiliar with these parts, let alone all of the components on these trucks. To this point, apart from driving mine down the driveway I hadn't even driven one on the road. I managed to find a set of Chev centres that had the right gear sets but they were in Tasmania. I took the gamble, purchased and shipped them to home. The gamble didn't pay off. Totally different of course, though I'm sure that if you separated the ring gear from the centres, they are cold riveted on though, then they would interchange but not much else. So the search continued.

Another little 'must have' that was on my mind was to have a diff locker. With lots of reading I discovered that most thoughts were that it wasn't possible, yet they were a factory option. One little paragraph on a thread that I had read gave me some hope. It was thought that some people in New Zealand had managed to fit a diff locker to a Blitz. Challenge accepted! With many emails and a number of phone calls I was able to eventually track the people down. They were very obliging in parting out their knowledge and told me that they had managed to fit a locker from out of an early 1970's ditch witch into theirs. And so, the search now began to find one. This search led me all across the world looking via the internet of course and I was lucky enough to speak with a gentleman in California who was willing to help. He had some contacts dealing in old lockers over there and managed to find one for me that might fit. But to get the proper measurements from it, he had to purchase it, which naturally meant that I had to purchase it. Another gamble to take... this one however paid off. All of the dimensions seemed to indicate that it would indeed fit and the locker was shipped over to Australia. I don't think it was the exact same as the people in NZ used, but it did fit and to date hasn't let me down.

Early in December led us heading down to see Jan Thompson to pick up what was left of one of her father's trucks. This had the ever elusive 6.5 diff centres that I'd been chasing. We'd been down to Jan's earlier to look at other parts and it was great to not only meet her, but also meeting Keith Webb, whom by now I'd had many chats with. In fact, one of the very first parts that I'd purchased for Blitzzy was Keith's reproduction gear stick boot. A wonderful piece of work which fitted perfectly, I might add. Anyway, with much gusto and some puffing and panting, I winched the mostly gutted F15 up onto the hire trailer and it was off to home with it. This was a leap forward for the project as the front diff from Blitzzy had been laying apart in the middle of the shed for a couple of months, awaiting a new gear set.



An adventure with a Ford Blitz - cont'd

Page 15

Bearings, bearings, grease, and more bearings. Did I mention the bearings? Wow! There are so, so, many bearings in these trucks. Some hard to find and others not, but I can tell you for sure, they certainly add up! I replaced every single bearing in Blitzzy, except for the steering box and tailshaft centre bearing. A little hydraulic puller was a great little tool to have for the disassembly stages and it would have been nice to have had a press in the workshop, but I didn't. All of the bearings were replaced via old school methods and don't let anyone tell you that it can't be done. It can. Heating and freezing the right components at various times certainly helps, and can I say, the easiest way of removing the inner shells from the Ford diff clams is to weld them and let them cool.

So over the next few months there was a lot going on mechanically. The date of the Big Red Bash was very early in July and it was coming around fast! By now the engine was at the machinists in town; I had the gearbox out, inspected and rebuilt. Same with the transfer case. Wanting to have some comfort for the journey we fitted some Isri air seats. Most likely not the first choice for purists, however we have been so glad that we did.

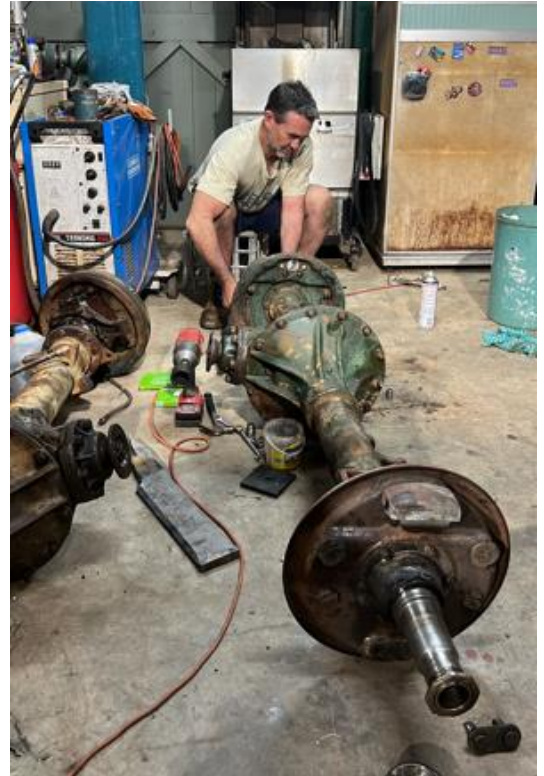
They are very comfortable and have the bonus of integrated seat belts.

A nice little addition we made to the engine was that of a Holley Sniper EFI. Not too sure what difference it may have made to the fuel economy but it certainly made starting the truck a pleasure. No throttle needed, no choke. Just push the button and the good old flathead fires into life.

With a lot of work already completed, time had been ticking by and the leave date was rapidly approaching. We were quite lucky and extremely thankful that a good few mates pitched in here and there on some of the jobs. The truck wouldn't have been what it is without them.

On the 17th of June, we drove Blitzzy out of the shed again for a little test run. It was great to finally be able to look at our efforts from a distance. Throughout the whole process of the works, Lisa had been very busy with her paint brush and a product called Ankor Wax. With Blitzzy still wearing his camouflage coat and with so much of it intact, we couldn't bring ourselves to strip it off, so this product was used to protect and enhance what was left. Not a small task to undertake but Lisa kept at it with great patience and endurance, firstly spot cleaning an area and then wax on/wax off. We are so happy with the results; certainly worth the effort.

By now, I had only one R&R left before our proposed leave date. We were out of time. I was lucky enough to score an extra week off prior to that date, but there were still too many tasks incomplete. A majority of the wiring left to do; windows to fit, window frames to make, all of the camping side of things - which required frames and brackets to be designed and fabricated. There was more than what met the eye. I had two weeks...



An adventure with a Ford Blitz - cont'd

Page 16

Arriving home from work, I set upon the jobs at hand. I averaged 15-18 hours a day for a solid 20 days straight. It's always amazing how the 'little' jobs chew the time. Sadly, we obviously didn't make our goal of driving to Birdsville for the concert, but it wasn't worth leaving with half a job done. As it turned out, we were glad that we didn't.

With all of the camping side of things set up, interior of the cab complete we decided it was time for a little shakedown run with a camping trip an hour away. First stop was the petrol station to top up the 280 litre tank on the back. Walking away from that feeling considerably lighter, we were then properly away. With some ok gear changes and a lot with clashing of teeth, it was great fun to get a feel for the truck that we'd waited so long to be going down the road in, even though by now night had fallen and it was dark. A fantastic time to have your first drive in a newly finished vehicle. The truck ran pretty well, steered straight and with the seats, was actually quite comfortable.

We arrived to our destination taking roughly an hour and forty five minutes to do what would normally be an hour. We set up our camp and settled in for the evening. The next day, we decided to take a little run back into the closest town, just 20mins away where Lisa's brother lives. Heading back out through the bush track we came down into a little hollow and still not being quite used to the truck heading into a tight bend that had a stump on the left hand side, I decided to take it a little wide and moved off the track by half a meter and promptly hit an underground stream and felt Blitzzy sink. Looking back in hindsight, I should have powered on, but instead I chose the clutch. Big mistake. We just sank. No drama's I thought. We'll simply back our way out of it. Yeah, well, that nearly worked but after only a few goes at rocking back and forth, we were now considerably stuck. When I hopped out of the cab, my foot step was touching the ground and I was able to rest my elbow on the roof. What fun!

You may recall that one of my must have items was the winch. It was actually the very last item that I'd put onto the truck before leaving. Only thing was, that we were that excited to get on the road and have a test run that I'd decided on this trip, we wouldn't worry about the winch rope and would fit it later on before going on our big trip. What a handy decision that was now! Even better, was we'd left the shovel back at camp, though it was a lovely day for a walk. Figuring that we would only have one chance at getting him out on our own, we spent the next hour digging a channel for the wheels, placing dunnage in the channel that we'd had on board and packing out low spots with bark and fallen branches etc..



An adventure with a Ford Blitz - cont'd

Page 17

Worried that the rear wheel may pull up in the spot where the front wheel had been sitting Lisa very bravely decided that she would throw as much bark as she could hold to fill the hole as Blitzzy was making his way out. And make his way, he did. I'm pretty sure that it was the addition of the diff locker that helped us drive out of it. Getting back to home, we spent a few more days preparing to leave. One job of course was to fit a winch rope! We finally headed off on the 17th of July with a loose plan on heading toward Toowoomba to visit a mate whom at one point had travelled down to home to give us a hand with Blitzzy. By the time we'd properly left town it was dark and then it was foggy, but Blitzzy handled it well. We wound our way through NSW and headed across to Canberra as we were wanting to see the war memorial. It's well worth the visit there. A fun moment was pulling up outside of Parliament House. Apparently it's frowned upon to remain stationary directly in front. Within seconds of Lisa leaping out to get a quick photo of the truck, a federal government van appeared and moved us along. We got the photo.



Blitzzy had been running pretty well except on occasion where the coolant temperature would creep up on us. With the fresh engine build, I was quite luckily advised that there were 'socks' that you could get to fit into the upper radiator hoses to catch any debris that might be flowing through the system. Bloody lucky that I had. The engine components had been through a hot tank and I personally had spent well over 1/2 an hour on each head, shaking and blowing out scaly rust from them until no more was coming out before they were placed on the engine. Yet there was still so much that had been trapped in there or perhaps had freed up while the engine was running and it soon became nearly a daily ritual to pull Blitzzy's socks off to empty and give them a clean.

We had a nice little explore around Canberra, even heading out toward Cooma which had Blitzzy climbing hills. At one point we were about 1200 metres above sea level! Heading away from Canberra we made our way toward Jan and Troy's. After having put so many of Jan's father's parts on our truck, we took Jan up on her lovely offer of having a visit. With more hill climbing and a few rough roads on the way, we once again found ourselves driving in the dark. Old Blitzzy certainly is no speed machine. Lisa, being the fantastic navigator that she is, kept a good track on our travels and speeds through an app on her phone and with no word of a lie, on one of the hills we were reduced to 5-6 km/h for easily ten minutes. Coming down the other side was also interesting, the brakes at best had never felt fantastic and there was certainly some nail biting times. One of which was heading into a T-intersection where Blitzzy just wouldn't pull up and I had to go for the hand brake. Thankfully that did the trick. Not too far from Jan's, the rough roads finally took their toll and the bolt that was holding the old original, but modified air cleaner, snapped and the top of the air cleaner was rattling around the engine bay. It's amazing what can be fixed with cable ties.

We had a lovely time at Jan's and Troy's and we were able to get a bit of maintenance work done. Fresh oils, changed the coolant and best of all gave the brakes an adjustment.

An adventure with a Ford Blitz - cont'd

Page 18

Leaving Jan's we continued north and hit the dreaded Mt Ousley. Still having some trouble with overheating, it was a slow and cautious way to the top with B-doubles rounding us up. Most of the truckers were good and we could hear them warning each other on the two way of the 'very slow old army truck' heading up the mount. We did cop a little abuse from some, but hearing .. 'that truck would put a horn on a jellyfish' .. made our day.

With only having to stop the once on Mt Ousley, we were then on our way to get through Sydney. Hitting plenty of traffic and with the engine temp climbing, we entered the M7 tunnel bypass. Fun going down but then the uphill slope, no moving air and heat from other vehicles, the temp began to rise quite rapidly and I feared that we would have to pull over in a tunnel that has nowhere to pull over; less than ideal. Luckily we didn't have to, however with the temp pushing 215F when we exited, we sought the first available opportunity to stop and cool down as soon as we could. We pulled into a little safe stopping area on the side of the M7 behind a truck and dog trailer that had broken down.

We sat there for a while letting Blitzy cool down, not very far from the heavy traffic that was whizzing past at 110 km/h. We watched old mate fix his truck and then in horror, saw him put the blinker on and just pulled out into the traffic. Instant mayhem! B-double trucks were hard on their brakes, with cars also braking hard and swerving to miss them. We both knew that Blitzy wasn't going to be able to pull out anywhere near as quickly as that truck had. We were in trouble. Luckily, there was the roadside emergency phone so I went and picked it up. Long story short, after some relaying of our plight, the operator instructed to hop back into the truck, wait two minutes and then leave. She said she would put notice up and reduce the traffic speed limit but also warned me that no one would pay any attention. Well. I don't know what she wrote on the warning but just before two minutes was up, we heard on the two way, "Don't worry mate, we'll hold them up for you". Right then the traffic had pretty much totally cleared and we were able to slowly amble out and get going again. After that, we had a fairly smooth sailing journey for the rest of our trip. We made our destination over the next few days and then cut a path down through the centre of NSW, seeing many lovely sights along the way. A highlight was camping out the Back of Bourke on the Darling River. It was there that we had a little go at testing some of Blitzy's potential and drove him up a 57% slope. That's roughly 30-35 degrees. On the third try I drove him properly and he made the top. Not bad for 120 - 130 hp pushing 6 ton.



An adventure with a Ford Blitz - cont'd

Page 19

Time was running out so we headed back down through Willanthery, back to the property where it all began, in the hope we could catch someone at home.

Unfortunately, the property had been damaged from the floods.

Lucky for Blitzzy we had rescued him the year before. We gave Toby a call, who was stoked to hear we were there in the Blitz and gave us his mum's address in Hilston. It was a wonderful experience to see the joy and delight in both Kim and her other son Jaimie, as they stared in disbelief at the transformation of Blitzzy. It was Jamie's

birthday and he thoroughly enjoyed his ride in Blitzzy. It was a highlight of the journey.

There are probably a lot more stories to tell, but perhaps for another time. In all, we travelled 4603 kms with a fuel consumption of 32L/100km. He likes to drink.

Over this journey, we have met some fantastic people that loved to share their knowledge, assist with parts, and helped us in building our excitement for what is only the beginning of our Blitz adventure.

Thank you to you all.

Trent McClure



Your Stories Wanted

**We are always interested to publish your stories, reports, restoration tales and so on.
If you have one and would like it to be in KVE News,
then please contact the Editor,**

Richard on kve.editor@btinternet.com

Ducks and LARCs – Amphibious vehicles of the Australian Army

By Paul Handel

The Army first acquired amphibious vehicles in 1943 under the Lend – Lease programme. These vehicles were designed and built in the USA, and some 535 vehicles were acquired during the war years. The military designation was DUKW – this came from the General Motors designation where D = 1942, U = Amphibian, K = All-wheel drive, W = Dual rear axles. They became known as “Army Ducks”.

The DUKW was built on the chassis of the GMC AFKWX, the cab-over-engine variant of the standard GMC 2 ½ ton 6x6 truck. The addition of a watertight hull and a propeller provided the truck with amphibious capabilities. It was powered by a GMC Model 270 6 cylinder petrol engine, coupled to a five-speed transmission. A transfer case drove the propeller. The propeller and front axle drives were selectable from the transfer case. The vehicle weighed 5,900 kg empty and could reach speeds of 80 km/h on road and 5.5 knots on water. Length was 9.45 m, width 2.51 m with a height of 2.18 m with the canvas top down. The body was made of sheet steel between 1.6–3.2 mm thick. A bilge pump and rear mounted winch were fitted. The DUKW had a tyre inflation system, which allowed the tyre pressures to be varied to suit road driving or beach and soft sand terrain. It could be operated on single wheels or collectively on all six. A rear mounted winch was fitted. The DUKW could carry 2 ½ tons of cargo or 25 fully equipped soldiers.



The DUKW from the Army Museum Bandiana Collection. This vehicle has the hull top painted in yellow. (P. Handel photo)

DUKW's were used by Australian forces in New Guinea and the Islands, where they were employed in ship-to-shore operations, transferring troops, supplies and equipment, during landing operations. They were also employed in river operations, often inserting commandos conducting reconnaissance and surveillance. The vehicles were operated by the Australian Army Service Corps (AASC). Their usefulness was recognised during the Borneo campaign, particularly Operation Oboe Six when they supported the 9th Australian Division during the landings in Brunei Bay and Labuan. The Corps History *Equal to the Task Volume One* noted:

This was the first operation where DUKW's were in numbers and given a pivotal as opposed to a supplementary task. They operated continuously and reliably in unloading ships, notably 1300 tons by 26 DUKW's from one ship in 18 hours.... so the discharge programme would have been in a sorry state without them. As side tasks they were used for floating ambulances, refuelling flying boats, mail deliveries, towing pontoons, moving patrols along the coast, ferries, beach recovery, mobile cranes and dumping dangerous ordnance at sea.

The DUKW's were retained in the post-war army, and were used in many exercises and training activities. They were used during Army's support to the civilian community during floods, particularly the Maitland floods of 1955, where personnel rescues were one of their major tasks. DUKW's continued to be operated by the RAASC – the AASC received the Royal prefix on 1st January 1949.

The Army provided assistance to Commonwealth agencies during peacetime, one of the most enduring of which was the Australian National Antarctic Research Expedition (ANARE). Starting in 1948 the Army

Article by Paul Handel - cont'd

Page 21

became involved in Antarctic resupply missions by providing two DUKWs for the expedition to Macquarie Island. This evolved into a regular support operation, with the ANARE army detachment being formed, first located in Melbourne and later relocating to 10th Terminal Regiment at Woolwich in Sydney in 1985-6. Their primary role was transferring cargo from ship-to-shore, but in contrast to their wartime use in the waters of the Pacific, these operations were conducted during the Antarctic summer period.

Photos also show Australian Army DUKWs unloading troops from HMAS Sydney at Vung Tau in 1965, thus giving a long and distinguished career for these amphibious trucks.



A DUKW performing a flood rescue of civilians during the 1955 floods in Maitland. (Newcastle Herald photo)

By the early 1960s the Army began looking for a replacement amphibious vehicle, the DUKWs being some 20 years old. Following trials the replacement vehicle, the LARC V, entered service in 1966. The US-built LARC V was basically a boat with wheels rather than a truck which could float. Its designation came from Lighter, Amphibious, Resupply, Cargo, the V being for its 5 ton payload capacity. An aluminium hull housed a Cummins V8 Diesel Engine which drove through a torque converter with forward-neutral-reverse settings, and a transfer case with high-marine-low drive. The LARC V could reach a road speed of 50 km/hr and a water speed of 16 kn/hr. The vehicle was 10.7m long, 3.05m wide and 3.1m high, and weighed 8618 kg unladen. The vehicle had no springs, relying on the large balloon tyres (18.00 x 25), to



Four LARC Vs of 10 Terminal Regiment during the Queen's Jubilee Parade in Sydney 1977. The original bare aluminium finish of the hull is clearly seen here. (L.A. Wright photo)

provide the suspension whilst operating on land. A large propeller powered the vehicle during water-borne operations. It is understood the Army had some 65 vehicles in its inventory.

LARCs were used in many exercises and were deployed to Timor in 1999. They replaced the DUKW in ANARE resupply missions beginning in 1970, completing their support role in 1994, when ANARE was forced to pay for the Army support. Around this time, with typical short-sightedness, Army decided that it would reduce the size of 10 Terminal Regiment, and withdraw all LARCs from service. This would effectively eliminate the Army's ability to conduct Logistics Over the Shore (LOTS) operations. To quote the history of the Royal Australian Corps of Transport (RACT) (the RAASC was reorganised in 1973):

...the regiment received orders to dispose of its LARC Vs. Fortunately, the order went astray and the vehicles were instead placed in storage.

LARCS continue to serve the Australian Army. ANARE vehicles started to mount a HIAB hydraulic crane behind the cabin, and it appears that most of the current fleet has been so modified. This would greatly

Article by Paul Handel - cont'd

Page 22

assist in loading and unloading operations. A word on colour schemes of amphibious vehicles. DUKWS originally entered service during WW2 and so were painted either US Olive Drab or Australian Khaki Green No.3. The DUKWs post war were gradually repainted in the standard Bronze Green, and probably because of their involvement with ANARE and with flood rescues, gradually had the top portion of the hull painted yellow.

LARCs were originally introduced with a plain aluminium coloured hull (unpainted), but then received a yellow top as per the DUKWs. Later an orange coloured hull top was introduced. Currently the LARCs in service are painted in the current three colour camouflage scheme, which covers the vehicle completely.



A LARC V at 21 Supply Battalion Detachment Leichhardt 1980. This vehicle has the yellow hull top. (P. Handel photo)



A LARC V of the ANARE Detachment on display at Victoria Barracks, Sydney 1994. This vehicle has the later orange hull top, and the HIAB crane is mounted. (P. Handel photo)

A rear view of the same vehicle with the canvas side screen in place. The Army Registration Number (ARN) and detachment name are shown on the hull. (P. Handel photo)





A LARC V heading for shore loaded with fully equipped soldiers during an exercise in 2008. This vehicle carries the three colour camouflage. It is the same vehicle as in the previous two photos. (ADF photo)



The LARC V from the Australian Army Museum Bandiana collection. This is an ex-ANARE detachment vehicle complete with shark's mouth insignia on the bow. (P. Handel photo)

References:

Equal to the Task – Volume 1 – The Royal Australian Army Service Corps – by Neville Lindsay, 1991

The Royal Australian Corps of Transport 1973-2000 – by Albert Palazzo, 2001

MGO Equipment Memorandum No.20 August 1946 – Trucks, 2 ½ ton, Amphibious (USA)

Electrical and Mechanical Engineering Instruction Engineer Equipment N120 Issue 1 April 1978 – Lighter Amphibious Resupply Cargo 5 ton – LARC 5 – Data Summary

This article was first published in the Action Report No. 2, the journal of the Shire Military History Club.

A big Thank You to our supporters of the 2023 Corowa Swim-In



King's Medal Mounting



0406 255 802

kingsmedals@yahoo.com

facebook.com/kingsmedalmounting

Specialising in Restoration of Original medals and supply of Replica Medals and Badges.

King's Medal Mounting

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

(KVE member)

ADVERTS

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

Sonia and Andrew Palmer manage the Ball Park Caravan Park

(02) 6033 1426

contact@ballparkcp.com.au



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

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

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

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

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



Kismet Riverside

Premium Cottages - Caravans, RV's and Camping

Standard Cottages

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

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

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

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

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

Contact Us;

Kerryn and Craig

Phone No: 02 6026 5748

Our Email address is: staywithus@kismetriverside.com

5189 Riverina Hwy, Howlong NSW 2643

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

Accommodation in Rutherglen

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

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

More accommodation listings for Corowa and surrounding area on next page

Where to stay around Corowa

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

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

MILSPARES[®]

MILITARY VEHICLE SPARES
PTY LTD.

"Dedicated to preserving the Jeep"

**ONLINE SHOPPING CART
NOW AVAILABLE**

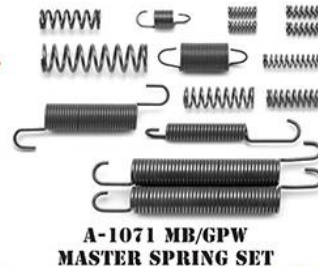
1500 individual parts + Military Bar Tread Tyres
Joe's Motor Pool, UK Australasian supplier

www.milspares.net.au

M.V. SPARES

A REPUTATION FOR PERFECTION

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



Khaki Vehicle Enthusiasts Incorporated (KVE Inc.)

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

Military Vehicle Group of NSW (MVG of NSW)

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

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

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

Military Jeep Club of Queensland Incorporated (MJCQ)

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

Australian Military Equipment Collectors Limited. (AMEC Limited)

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: 0422 567 287 Email: a42ausjeep@hotmail.com
 Dates of Meetings: 1st Tuesday of each month Locations: Rats of Tobruk Hall, Albert Park.
 Website: www.vmvc.org.au "A military vehicle collectors club"

WW2 Jeeps NSW

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

Military Vehicle Group of Tasmania Inc.

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

Wartime Vehicle Conservation Group SA Inc. (WVCG)

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

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

Mailing Address: PO Box 174, Salisbury, SA 5108
 Contact: Dave Carmen (President) 0419 819 624
 Email: secretary@military-vehicle-museum.org.au
 Dates of meetings: Last Tuesday of Month except December No Meeting. AGM in July.
 Location of meetings:
 National Military Vehicle Museum, 10 Sturton Road, Edinburgh Parks, SA 5111
 Website: www.military-vehicle-museum.org.au
 The Military Vehicle Preservation Society of South Australia Inc., and National Military Vehicle Museum. Our Society has been in service for 37 years, and our Museum celebrated 20 years in August 2013.

Land Rover Owners Club of Australia Sydney Branch Inc.

Mailing Address: P.O. Box 172 Concord West NSW 2138 Contact email: secretary@lroc.com.au
 Date of meetings: 4th Wednesday each month from 8-9pm (exc. Dec)
 Location of meetings: Denistone Sports Club Ltd., 59 Chatham Rd., Denistone, NSW 2114
 Website: www.lroc.com.au
 The Land Rover Owners Club (LROC) was formed in 1966 by a group of enthusiasts who shared an interest in four wheel driving and the great outdoors. It caters for all models from Series I.

Australian Armoured Vehicle Association

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

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

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

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

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

Military History Group Inc.

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



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



FEDERATION COUNCIL

**Supporters of the 2023
Corowa Swim-In & Military Vehicle Gathering**
KVE wishes to thank the Federation Council for their support of
the event.



30 Betterment Parade,
Corowa, NSW 2646
(02) 6030 5000
Email:
enquiries@clubcorowa.com.au

Formerly known as Corowa RSL



Khaki Vehicle
Enthusiasts Inc.

KVE Inc

Khaki Vehicle Enthusiasts Incorporated
Entry forms can be sent to the
following address:
Jan Thompson-Creamer
31 Bexhill Avenue, Sussex Inlet
NSW 2540
Phone: 0412 078 096
E-mail: kveinc@optusnet.com.au

KVE Incorporated

Organisers of the Annual Corowa Swim-In

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

Please visit our website for more info:

<http://corowaswim-in.org>

Also see us on Facebook - corowaswimin

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

See you at Corowa in March 2024



KHAKI VEHICLE ENTHUSIASTS INC.

31 Bexhill Avenue, Sussex Inlet, NSW 2540

Mobile: 0412 078 096

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

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

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

MEMBERSHIP APPLICATION FORM

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

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

(occupation)

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

KVE Membership Fee \$30 per year

Family Membership Fee \$45 per year

Amount Paid

Signature of applicant

Date

Nominated by

Seconded by

Lodge completed form together with payment, with the Secretary. Please make Cheque or money order payable to KVE Inc.

(Sorry no credit card facilities) NOTE NEW ADDRESS FOR SECRETARY :

Jan Thompson-Creamer, 31 Bexhill Avenue, SUSSEX INLET, NSW 2540

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

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

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

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

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

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
2024 COROWA SWIM-IN & MILITARY VEHICLE GATHERING
TO BE HELD AT COROWA SHOWGROUND ON SATURDAY 16th 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@gmail.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
Khaki Vehicle
Enthusiasts Inc.



44th Annual Corowa Swim-In & Military Vehicle Gathering

Monday 11th March to Sunday 17th March 2024

Held annually at Corowa, NSW

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

The theme is the **'Year of the Blitz'**

ENTRY FORM

Entrant / Driver:

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

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

Year	Make	Model / Type	Registration/ Permit No.

Disclaimer & Declaration - Please Read & Sign

Disclaimer

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

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

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

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

Please read and complete page 2 of this form >

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

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

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

Amphibious Vehicle Declaration

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

Please tick boxes below, as applicable:

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

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

Amphibious Vehicle Entrant's Signature:	Date:
--	--------------

ENTRY FORMS TO ARRIVE BY 28th FEBRUARY 2024

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

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

PLEASE NOTE, NEW ADDRESS:

**Send to Jan Thompson-Creamer, 31 Bexhill Avenue, Sussex Inlet, NSW, 2540 or
kveinc@optusnet.com.au**

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

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

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

Ref.	Date:	Amount \$:
-------------	--------------	-------------------

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