



KVE News

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

Edition 15

May 2013

Year of the Trailed Equipment and Armoured Vehicle



34th Annual Corowa Swim-In Event Report
on pages 8 –19

Neville Smith's latest :



LP2 Carrier, newly restored

Big Splash!



2013 – first Stalwart to swim at Corowa

Inside this issue :

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The Annual Corowa Swim-In & Military Vehicle Gathering

Supported by Corowa Shire Council
and NRMA Classic Vehicle Insurance



KVE Committee Gallery

Read their profiles on pages 4 to 6



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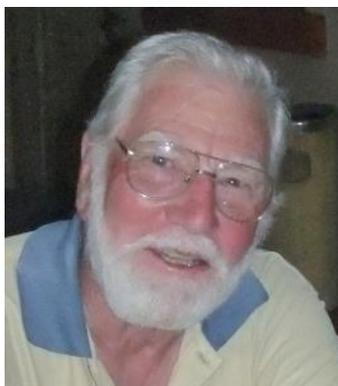


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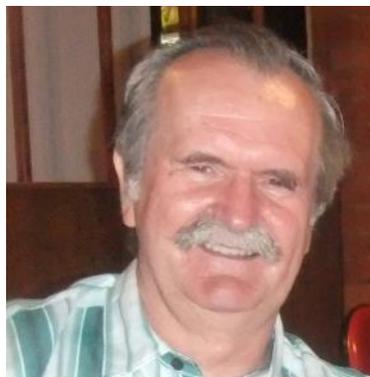


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No. 15

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May 2013

News magazine of KVE Inc.**Khaki Vehicle Enthusiasts Incorporated****Organisers of the Annual Corowa Swim-In
& Military Vehicle Gathering
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Editorial

This year's Swim-In was a great success with a high number of entries being pre-registered. This helps our planning of the event, so please try to pre-register before the cut off date. The weather was brilliant, especially for myself coming from a long, cold winter in the Northern Hemisphere.

Focus is now on next year's event and its themes, World War One and Ford. The two actually do link, with the Model T Ford being used as Light Patrol Cars in the Middle East during WWI. Ford vehicles have been in military use from that time onwards and not forgetting the major components of the Carrier family, whether they are Australian, British or Canadian. The Ford theme looks like it will be big as it will also include the Blitz, GPW jeep and GPA amphibian. We are also looking ahead to 2015 as Corowa RSL are keen to join with us with a Gallipoli re-enactment display that they are planning, brief details from the RSL on page 34 with more about this in the next issue of KVE News.

We have endeavoured to get this edition out a little earlier in order that KVE members can have time to think about items in here which will be discussed at the KVE AGM to be held in Corowa in August 2013. Details of the meeting are in the Secretary's report and on page 18.

Don't forget, if you were unable to attend this year's Swim-In and have not seen the Special Edition of KVE News that was in Pre-registered Participants Packs, then it can be seen on the Corowa Swim-In website at <http://corowaswim-in.org> along with all the previous issues, in the Download section.

We continue to get good feedback regarding the KVE News, and the Special Edition which has been given to participants for the second year running. If anyone feels that there is a subject we are not covering or any other issues please contact us, our details are on the previous page. Articles always welcome, too.

It was good to catch up with everyone at Corowa, but still not enough time, the week went by so quick. Apologies if I missed anyone and I am sure I did! Judging by the number of people that spoke to me about visiting the War & Peace Revival in the UK this July, there will be a good number of Australian visitors attending. I spoke to the organiser a few days after returning home and he was pleased at the worldwide response to the re-launched event. The Folkestone Racecourse looks to be a good venue. Hope to see some of you there.

Keep the wheels turning,

Richard Farrant - Editor

Meet the KVE Committee

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An insight to the Committee members who organise the event :

Rick Cove - President

One week after turning 17, all those years ago, saw me signing up on the Army enlistment forms. After basic, I was posted to 3rd Div. HQ Transport platoon at "The Castle" in Queens Road, South Melbourne. When I reported for duty I was handed my G I I Army Drivers Licence. It had the licences for everything from motorcycles to semi-trailers and heavy buses. I hadn't driven anything other than a normal car up to that stage, but here I was with all the "B" vehicle licences. My first job was to drive an old display Chev C60L Blitz from South Melbourne back to Broadmeadows through city traffic. Was I going to say no to that chance? Never, so off I went with a crash box and no real idea how to drive a truck. Broadmeadows came up too soon and I never looked back. My father was a vintage car restorer and in 1972 I was offered my veteran 1916 Albion A10 3 tonner. What a mess it was. With dad's encouragement I recovered it and commenced the 5000+ hour restoration. Many of you would have seen it at Corowa a couple of years ago. From there, there was no looking back. I first attended Corowa in about 1985. It was a small gathering of friends and vehicles and the emphasis was still mainly on the amphibious side. Ball Park was still large enough for us all and plenty of time was spent in the water. As the event grew, it was felt that a more formal footing was needed for the running of the event and in 2005 KVE Inc. was formed. I was not a KVE member but was invited to join KVE Inc. in 2009, and in 2010 I became the 3rd KVE Inc. President. KVE now has a really great committee who do so much for the event. It makes the President's job so easy to be surrounded by such a keen committee and to them all I give my grateful thanks.

Neville Smith - Vice President

Born 14th May 1947 at Corowa. My father was a farmer at Lowesdale, his grandfather pioneered the Burrajaa area in the 1850 so I come from a long line of farmers where we carried on the tradition. Married with two sons, one daughter and seven grandkids, who I adore. In 1967 I enlisted in 19 RNSWR for five years, this is where the green interest comes from. For many years I just collected old tractors, engines, etc. then about four years ago started on green stuff and it has cost me a small fortune ever since. Through public interest I was encouraged to open up the Owls Eye Rural & Military Museum at our farm at Hopefield.

Two years ago I joined KVE and have made a lot of new friends, some almost as eccentric as me, I think that is a flash word for mad. My only regret is that I did not join years ago. I am totally honoured to be Vice President of KVE and to work with some great people. I am looking forward to making new acquaintances in March, so please come up and make yourselves known to me. I am the big bald bearded one!

Scott Rough - Treasurer

My interest in Military vehicles started like most kids building models. Military models gave me a poetic licence. This interest was further fuelled by a family friend who had a 1942 Willys Jeep. When I was 9 we travelled to Cape York in WW2 Jeeps and from there I was hooked.

I continued building Models through my teenage years and enjoyed everything Army. I joined the Army in '88' and was assigned to a RAEME Workshop as a storeman. This position had me directly involved with the Army fleet of vehicles stored and being repaired at the workshop. I was partially involved in the disposal of the remaining series Land Rovers and the process of rebuilding damaged vehicles. I finally had the opportunity to purchase a Jeep and this one use to be owned by the Leyland Brothers. I joined the WW2 NSW and used it on many camping trips and Shows.

Meet the KVE Committee - cont'd

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At this point in time it was my every day car and the regular usage took its toll. I rebuilt it from the chassis up. I then bought a house and started a family so the Jeep was sold for a more family friendly classic (Chevrolet Camaro). The military bug was still ever present so I continued to buy and sell other military vehicles mainly Land Rovers and basket case Jeeps. Through my membership to the WW2 Jeeps I was able to purchase a Scripted Ford Jeep from Ian Rogers in 2006 and still own it. But the Green bug is strong so I still buy and Sell Military vehicles to fulfil my need to play with other equipment. I joined the Lancers Memorial Museum @ Parramatta in 2007 to learn and play with Tanks and to restore and keep our military history.

In 1995 my wife and I went to England to visit my Family and while we were there we went to Beltring. This was a magnificent event and I wondered if we had a similar event in Australia. Just after I bought my current Jeep I found out about Corowa. I missed that year's event so made an effort to attend the next year 2007. I enjoyed the event and comradeship that Corowa has and have continued to come ever since. I joined the Committee in 2009 and became the treasurer in 2010. I enjoy being part of the committee and the ever present challenges to better.

Jan Thompson - Secretary and Public Relations

As an attendee who has been at all but 2 of these annual Corowa events I have been able to see the growth of this event. I recall the slow trip in my father's 1945 RAAF Blitz Ambulance from southern Victoria. As a 10 year old child this was our annual holiday and we were able to meet other children and their parents. It was great to be able to go for rides in the different vehicles and I always looked forward to catching up with friends I had made interstate and I still meet up with some of these people. After I moved to Sydney in 1987 I have kept up the tradition of going to Corowa in March.

From 1996 I have been involved in the organising especially as the numbers of participants increased and after running it as a more informal event, measures had to be put into place to cover myself and a couple of others who helped in the organising of this gathering. In 2005 Khaki Vehicle Enthusiasts Incorporated was established as the organising group behind this event. I have been the Secretary and Public Relations Officer from 2005.

Harvey Black - Committee member

Born in Lake Cargelligo in February 1943. After many moves, now almost a Narrabri local. I've had no connection with the military. Too young for Nashos and just too old for Vietnam and not interested. My first restoration in the early seventies was also the first restored vintage vehicle in Narrabri, a 1923 T Ford truck, but with 8 forward gears and 4 reverses. I rallied it for many years all over NSW before selling it on to a friend. Carted it about on a 6 wheeled, Holden 179 engined Tempo Matador!

While always moderately interested in military vehicles, I got to know them better when with the CSIRO on a field station at Culgoora. We had 4 blitzes of various kinds, a Commer 4x4 Q with a boring plant on it, a Pommie Radar van, numerous ex army gen sets and a total of 9 Land Rovers. Our "go to town" truck was a Chev blitz with a carpy built wooden cabin. They spent all their money on radio telescopes, not their vehicle fleet.

I've attended many "Corowas" with Blitz FAT, Dodge WC52 and GPW, but usually these days with the Jeep simply because it's easiest to get there with, ie, in a box trailer. I'm not one not to stick my two bob in, so assisted at several events then joined KVE when it was suggested to me. I live a fair way away, but there are ways I help, such as preparing the vehicle (and this year, trailer) tags, creating drivers' notes, etc. You'll see me about; big, noisy, ugly (but not as bad as Neville) bugger with a white beard. Say g'day.

Richard Farrant - Committee member and Newsletter Editor

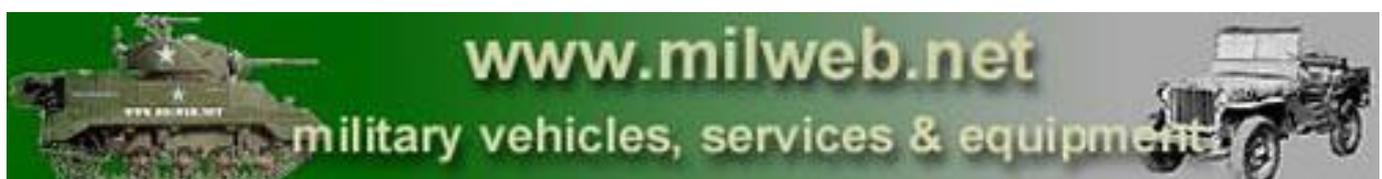
Born and bred in Sussex and Kent, England. My interest in things military would have started at an early age as my father did target rifle shooting so we often went to ranges, where there was an army presence and military vehicles were to be seen. At around 8 years old, my first ride in an MV, was an ex-army Bedford OY owned by the firm next door. In 1972 I bought my first MV, a 1968 BSA B40, then I was on the slippery slope with other old military vehicles.

In 1967, I started an apprenticeship as an agricultural engineer, the company closed the branch in 1974, so I went to work for the British Army at a nearby REME Command Workshops. This job lasted for 22 wonderful years, I gained an enormous working experience on all kinds of military vehicles and equipment. Whilst there, as part of the REME 50th anniversary, I was chosen to join a team taking part in the 1992 Variety Club Bash starting in Sydney. We rebuilt a 1962 Land Rover and shipped it out. Then in 1994, a chance meeting led me to be invited to take part in the 1995 Back To The Track event with the late Dave Brown. The next year saw me come over for Corowa and to date I have attended the Swim-In seven times since. In 1996 the REME closed the workshop and I started a MV restoration and repair business and have now had 39 years working on military vehicles. I drove a Jeep on the 2000 Trackers following the old Ghan Track to Alice. In Feb 2011, was invited onto the KVE Committee. Then around mid-year I took over the newsletter editor's post when Ben had to stand down due to other commitments. I thoroughly enjoy getting involved with Corowa. Some of you who attend will have met me while at MV events in UK and France with my 1943 Bedford QL.

Robert Pearce - Committee member

I was born in 1956, a fourth generation cattle and sheep grazer in the Adelong district. When I took possession of the family farm in 2000 I switched to all cattle. I am married with two sons, one has just finished school and the younger has four years to go. I accidentally found out about Corowa in 2007 and arrived just in time to see the the parade start. I met Keith Webb and Euan at the swap meet and that began the process of restoring my Blitz from a farm hack to get it ready for 2009 Year of the Blitz Two. The restoration was originally going to be cosmetic but as I attended more Corowa's the bug bit harder. I joined KVE in 2010 because I enjoyed the company of the people I met at Corowa and have had the Site Office roster as my responsibility for the last two years. My original interest in things old was steam trains and sports cars but once I started driving a Blitz I was hooked.

The market place for anything related to military vehicles
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President's Report

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Welcome to this latest KVE Inc. Newsletter No.15.

The 34th Corowa has come and gone and what a success it was. My thanks to all of you who assisted in many ways to help make 'The Year of the Trailed Equipment and Armour Vehicle' such a success.

The Year of the Trailed Equipment and Armoured Vehicle was suggested about 5 years ago, this theme had the potential to double the number of actual entries in one hit. The military has always used trailers to move things about and for special jobs. The Jeep trailer is quite often seen behind a Willys or a Ford, but what else is out there? Well, this year we had artillery pieces, limbers, tank recovery trailers, 'Big Green Box' Mobilizers and a host of other trailers. I had heard on the grapevine that there are some very rare and unusual trailed items being prepared for Corowa. This rumour proved true with a wonderful unrestored Chev Blitz semi-trailer with only 7,000+ miles on the clock from new. Thanks Ian Evans from Cooma for bringing that piece of history. There were many other trailers, a total of 82, in fact. This meant that for every 2.3 vehicles there was a trailer. The smallest was probably the bomb trolley or the concrete mixer and the largest the two semi-trailers carrying tanks. John Belfield's trailer was a bit bigger than Ron Fry's. Thanks to you all for your efforts.



People overseas do not know of the distances travelled in Australia. Corowa NSW is 299km from Melbourne Vic, 366km from Cooma and 610km from Sydney NSW, 1415km from Brisbane Qld, and a whopping 3489km from Perth WA. MV enthusiasts came from all of these areas and dragged trailers behind their military vehicles. Just think of the out of pocket expenses. I often read on the HMVF website about people in England complaining about the fact that the War and Peace Show which has been moved about 50 miles from Beltring in Kent and it is going to cost them a few pounds more to get there, well folks, come to Australia and see the distances we travel to enjoy our Swim-In.

At the General Meeting after the Swim-In I announced that it is time for a new President for KVE Inc. I have been in the job for quite a few years and it is time someone else has a go. So put up your hand. I have enjoyed the time immensely, sometimes there have been problems but the end result has been fantastic. I will still be there to assist as and when I can.

Thank you all for your support during my Presidency.

Rick Cove

President KVE Inc.

34th Annual Corowa Swim-In & Military Vehicle Gathering



Year of the Trailed Equipment and the Armoured Vehicle

They say that 13 is an unlucky number and for some, the Year 2013 was an unfortunate one. The wet weather we had in NSW had not affected the Riverina area which had not had rain for some months. We enjoyed temperatures in the mid 30's all week and after leaving Sydney's rain it was nice to be able to look forward to sunshine. The internet was able to provide us with an accurate long range forecast which proved to be correct. There was a prediction of rain on the Saturday and fortunately it occurred after our swap meet and prior to our Presentation and Auction. KVE was pleased at the excellent response of pre-registered entries and the number of people taking up the Direct Payment option. It is important to include your payment reference on the form as we are still trying to sort out a couple of entries. The form for 2014 has been revised to include boxes for Direct Payment details. Once again we applied for a grant from the Corowa Tourism Event Grant Program and were successful in everything we wanted so pre-registered participants received mementoes such as a cap, plaque, pen, sticker and Special Edition magazine. We received favourable comments on the packs and their contents. We streamlined the booking in process for pre-registered entrants so want to encourage more pre-registered entries which enables us to know the numbers of vehicles and people attending. We are aware that sometimes circumstances come up where a participant is unable to attend so we encourage people to organise for the collection of your pack. There are still participants who are coming along to the Site Office and providing details of vehicles they have not been able to bring which causes issues when we add up the total number of vehicles at the rally.

Once again Richard Farrant, one of our KVE Committee decided to make the trip out from the UK. Richard and I left Sydney on Saturday 9th March and after just over 6 hours we arrived at Corowa. The first port of call was to the Showground to meet members of the Rotary Club, Showground Trust and our Vice President, Neville Smith. We checked out locations of the site to work out our vehicle display area, camping, swap meet and food area. KVE would like to thank the Corowa Rotary Club, Corowa Racecourse & Showground Trust and Show Society for all their help over the past 12 months to make our week in Corowa a success. There were people interested in camping at the Showgrounds for the week so we made a decision to have the facility from Monday 11th March to Monday 18th March at a cost of \$200 per day. People contacted Neville Smith to book camping and Swap Meet sites. There ended up being very few who took up the option of camping so at this stage, in 2014 we will only have the Showgrounds from Thursday to Sunday. We gave people the opportunity of setting up Swap Meet sites upon their arrival any time during the week and a few took advantage of this. There were people who had booked but didn't arrive or have the decency to contact Neville to say they had changed their plans to either not attend or stay elsewhere. While there we loaded up all the display boards and office material which was stored out there and brought it back to the Site Office at Ball Park. We updated the boards with promotional stories from 2012 and a story already written on our event for 2013 in the Corowa Free Press. After 34 years of collecting newspaper, magazine and other reports of the Corowa Swim-In it is fascinating to see people who spend time going through all the past reports. We also have a Memorial Board for participants of the event who have passed away. Every year the board is added to and we appreciate some photos and stories of people who are no longer with us. One or two A4 laminated pages provides people with an insight into these people.

Secretary / Public Relations Report - cont'd

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On Sunday we decided to have a day out and our destination was the 41st Mitta Muster. The next Mitta Muster will be held on Sunday 9th March 2014. A very pleasant drive, with a stop at a Sunday Rotary Market in Albury where Richard picked up 2 vehicle manuals at a bargain price. The Muster was not a big event, but very entertaining with something for everyone. A few stationary engines and classic vehicles were of interest, as were the young motorcyclists pitching their skills at Trials Riding over obstacles, but



the horse events were main interest of the day. With a KVE committee meeting scheduled for the afternoon, we could not stay long. On the journey back, we did a recce of the town of Chiltern, which was on the list of places to visit for the Wednesday trip out. As we got back to Ball Park, we noticed Ian Evans' truck and semi-trailer at the nearby loading ramp and went to see what he had brought along. It was loaded to the maximum with vehicle entries, the largest being the Blitz semi with FBE trailer.

One of the early arrivals was Peter Kunz junior who had recently purchased a Dodge Weapons Carrier. Peter left from Goulburn, followed by Fred and Marilyn Reeves with a stopover in Holbrook. Only major hick up was that it used about 5 litres of motor oil on the trip and the fuel sender was leaking petrol if the tank was filled up, (fixed on the road). Throughout the week there were no major dramas except vaporised fuel and the Dodge didn't like to start hot over 150 degrees Celsius. Peter left on Sunday morning and somewhere past Yass he stopped on the side of the road as the engine suddenly lost oil pressure and made grinding noises. The vehicle was taken on a trailer back to the farm. The crankcase wall inside the engine is damaged and the camshaft is snapped in 3 pieces. The con-rod big end nuts were found to be loose. Peter is deciding whether to find a new engine or rebuild the old one, including the gearbox as this is leaking oil everywhere. They are hoping to rebuild the Dodge mechanically before Corowa 2014.



On Tuesday afternoon Brian Healey produced the first edition of our newspaper, Daily Dispatches. It was followed up with a newspaper each day and the final one was handed out on Saturday evening. Thanks to people for their photographs, trip reports and other stories. Participants were eager to get their copy. There were many very positive reports. We hope to continue with releasing Daily Dispatches in the future. Thanks Brian, you did a great job meeting most of the deadlines. We are hoping people will forward some jokes, stories, etc. during the year which could be included next year.

The first trip was on Wednesday to Barnawartha and Chiltern. The 13 vehicles left Ball Park in convoy and it was only a short distance before the first incident occurred. Rick had not secured his toolbox on his Leyland Super Comet and tools fell out onto the road. Graham Meyer and Paul Brooks were following and fortunately picked up the tools. They walked the 75 metres down to where Rick had stopped clear of the parked cars etc. As they walked towards him, a bloke backed out from the kerb and accidentally nudged his truck. Rick said "I guess he couldn't see a green vehicle because they are painted green to make them less visible." Only a bit of paint off the bumper, but he moved the truck sideways. He didn't even bother to get out of his ute to check his damage. So that's the reason for the Loose Tool Award which was presented to Rick on the Saturday night. The convoy arrived at Barnawartha Public School prior to 11am. At 11am the children were given the opportunity to view the vehicles and they enjoyed

Secretary / Public Relations Report - cont'd

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blowing the horns on all the vehicles, being in the driver's seat and standing in the back. David Smith had his Meteor Tank Engine which was towed behind his 'Rolling Landfill' Land Rover and the children stood back to listen. It was amusing to watch the reactions of the children and one lost his feet altogether.



After the school visit the vehicles went out 3kms from town to the Chiltern Motor Museum which was previously located in the main street of Chiltern. After seeing the collection it is now apparent why they had to move to a larger premises. The Museum is a privately operated collection of machinery and automotive memorabilia. This collection includes over 50 hand operated petrol pumps, tractors, bulldozers and other farm machinery. It also includes signs, oil bottles and racks, auto cycles, vintage oil engines, tins, etc. The trip continued on to Chiltern for a look at the town. Thanks to Neville Smith and our Corowa KVE members who co-ordinated this day.

As Public Relations Officer we received excellent promotion. The Border Mail and Corowa Free Press came over and took photos and interviewed participants. A few years ago we had made contact with Mark Fletcher, known as 'Fletch' from the TV program "Classic Restos" and he was hoping to attend our event prior to covering the Chryslers on the Murray but couldn't make it. A casual phone call by Richard on the Thursday before Corowa prompted him to remember being previously contacted and after several phone calls a deal was struck and he was able to attend prior to going across to Albury. Google 'Classic Restos' or www.itchybutt.com.au He arrived on Wednesday in his 1969 Dodge Dart to start filming on Thursday. We took him out to the Wahgunyah Hotel for dinner where he met some of the participants which gave him an insight into the military vehicle scene as he has not done a program on military vehicles before. He was impressed that I was willing to help him with the filming and interviews and I made sure we covered a cross section of vehicles and participants. The day started at 7.30am with some footage down by the river and lagoon. Scott Rough provided the transport in his jeep and we made sure the Corowa Shire and Ball Park Caravan Park were highly promoted. At 9:30 the photographer from the Border Morning Mail wanted to catch up with us and he asked for some vehicles to go down to the River. I phoned Richard who was wandering around Ball Park and he managed to rustle up some vehicles. The first person he spoke to was Bill Sjoblom with his Moke. Bill seemed surprised to be asked but Richard said it would make a good cross section of types. Another one was Richard Sanders in his GPA. They lined up at the top of the slope to the river awaiting the call to move, a funny thing was other vehicles started to join the line, thinking it was the start point for the Thursday drive to the Rutherglen Public School. Fletch enjoyed the ride in the GPA and later in the afternoon in Bill Bates' White Half Track. Interviews were done with the following people: Scott Rough - Jeep, Richard Sanders - GPA,



David Smith - Meteor Engine, Jack Neville - Marmon Herrington, Limber and 25 pounder, David Furness - Nash staff Car, Bob Schutt - Armoured Scout Car, Julian Smith on his BSA, Cameron Reed in his Blitz and Hugh Thompson. He was also on site to get footage of people leaving on the Thursday trips. This will be shown in 4 major countries around the world so it will be good publicity for our event. For anyone wanting a copy of the DVD please send \$15 to Khaki Vehicle Enthusiasts Incorporated, see page 22.

Secretary / Public Relations Report - cont'd

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Keith Webb, our official DVD maker, arrived on Thursday and started doing interviews and filming vehicles around Corowa. Unfortunately with the lack of rain over the past few months no one could find any mud! To see the range of DVD's and purchase any please contact Keith Webb at Image Control on (03)9429 3301 or email keith.webb@imagecontrol.com.au The latest DVD, Year of the 6x6 is now available.

Our local KVE members had also organised the 2 trips on Thursday. 20 vehicles went across to the Rutherglen Primary School in the morning. In the afternoon approximately 60 vehicles visited Bill Petzke's tractor collection on the outskirts of Corowa. Bill has over 100 tractors, stationary engines, Model T – Ford truck and various other vintage trucks. He has tractors of all makes including a number of John Deere, Lanz Bulldog, International, Fordson and some very rare ones including Turner and Newmans. We took Fletch up to the Hotel Australia on Thursday night for dinner. He had to leave us on Friday morning so he could cover the Event - Chryslers on the Murray. Ben Hemmings organised the trip to Beechworth. He coordinated the event with the local Tourism. Unfortunately Rick's truck had a blocked fuel filter when going up Mt Pilot so the trip was delayed and the tour organised was missed however people were happy to sightsee, go shopping and organise their own tours. Thanks Ben for co-ordinating this trip.

On Friday, of concern was when an ambulance arrived at Ball Park, followed by another. We were shocked to hear that they were called out to Tony Luke. Luckily for Tony, his good friend Rick Shearman, a doctor, was present and he was in good hands. Tony was admitted to hospital and did not get released until after the event was over. For this bit of misfortune, Tony was awarded the Hard Luck award at Saturday's presentation for missing out on the best part of the show. This was only the start of "unlucky 13 year".



In the afternoon after the trip Graham Arkle took his Alvis Stalwart in to the river, the first time one of these had swam at Corowa. It had been 9 years since the vehicle had been in water. Graham has owned the vehicle for 4 years. He was generous to take people out for the ride. A small problem occurred when a sandbar was encountered at the far end of the lagoon. Normally with one of these vehicles it would not be a problem, but Graham had engineered declutch units for first and third wheel stations, and being disengaged they gave him less traction to get over the obstacle, but after a little manoeuvring all was well.

On Friday night we had organised for Tim Vibert to be our guest speaker this year at the Civic Centre. We had Dutchy's briefing for the drive through on the next day and the line up of vehicles at the Corowa Showgrounds. With this starting at 7.30pm, it gave ample time to have a meal first. The talk was a fascinating insight on Tim's life with military vehicles and he had been working on the talk for some time and practised it in front of relatives! He was one of the participants of the first Corowa Swim-In in 1980 and has attended the majority of years. His acquisition of vehicles over the past 34 years was covered including the purchase of 105 Centurion Tanks, opportunities for filming with vehicles overseas, trips overseas to places like Kubinka and the United States. I remember going to Bandiana and seeing all the tanks shortly after Tim and his 2 partners had sealed the deal.



Secretary / Public Relations Report - cont'd

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On to Saturday, up early to get to Bangerang Park to book in those late comers and entrants who had not pre-registered. This year there were very few, as most had heeded our advice to pre-register early, so it made the job easier for all concerned and caused little hindrance. Still there were a few who slipped through the net and did not enter. We rushed off to get a vantage point for photos just before the vehicles turned off the main road down to the Showground. Once the parade had passed it was back to the Showground to photograph the line-up. The Swap Meet was an excellent one too. About lunch time the sad news went around, about Charlie Anderson's fatal accident earlier in the day back in Qld. He was hoping to attend the Swim-In this year after purchasing a 1988 Reynolds Boughton



but after a few health issues he decided not to travel the distance but made sure one of his mates took his vehicle to Corowa. In the afternoon we went back to Ball Park to start sorting out the Site Office, deciding on the awards and preparing for the evening activities - Presentation and Auction. Jack Neville was asked to be involved in a local wedding with his 1941 Ford Marmon Herrington, Limber and 25 Pounder. (See the Wedding Story at the end of this report.)

There was a reasonable roll up for the Auction and Presentations however it would have been nice to have the majority of our participants attend this function. It has been decided that the Auction as it is now, should be either reduced or wound up as it creates a lot of work for a small return. It might be best to have a Presentation evening starting around 8pm which could include a few auction items. Many thanks to Merv and Beth Kennedy for itemising all the auction items and also for those who helped with the auction. At the last minute we received notice that our regular auctioneer was sick so Neville made contact with another auctioneer who was with us within 30 minutes. KVE appreciates having members in town who know all the local people and we also appreciate the donations made by many of our participants. Bruce Brown donated a Jeep Quilt which was very impressive and the lucky bidder was Barbara Thompson. Participants had a chance to nominate a theme for 2017. We have decided it will be Year of the International.



It was nice to see some of Jim and Jenny Bennie's children and grandchildren participate in our event. In 2012 Jenny Bennie presented the Jim Bennie Award after she lost her husband Jim while we were at Corowa in 2011 and organised a presentation to those families where more than 2 generations attended this year's event. Deborah and Ian have continued on with this tradition after their mother passed away last year.

Awards were presented to the following:

- Graham Arkle – Mal Mackay Award to an individual who appears to get the most enjoyment out of being at Corowa.

Secretary / Public Relations Report - cont'd

Page 13

- Hard luck – Tony Luke for missing out on the end of the week's activities after being sent to hospital
- Breakdown award- John Hedges who arrived on Monday and his Jeep sounded as sick as a dog and shortly after failed to proceed until parts were sourced later in the week.
- Longest distance- Gary Schluter from WA
- Encouragement award – Warwick Johnson's kids
- Vehicle – People's choice: Jake Neville with the Fordson WOT2 truck
- Trailed equipment – People's choice: Ian Evans with the Folding Bridge Equipment - Semi Trailer
- Armoured Vehicle- People's choice : Bob Schutt with the 1942 Ford Scout Car S1
- Loose tool Award – Rick Cove

The event officially finished on Sunday 17th March. People were able to attend our KVE meeting followed by a dinner which was held at the Royal Hotel. Thanks for the free drinks provided by the Royal Hotel.

There were a few who stayed on for a day or two. Sandra and Dennis Taylor stayed on and unfortunately Dennis ended up in Corowa Hospital on Monday with health problems. He was released 9 days later. We hope he is recovering well. We were all saddened to hear that after Mike Edwards left on Tuesday, he suffered a fatal accident after his Land Rover and Trailer rolled after going through Yarrowonga on the way to Katamatite. KVE sends our condolences to both Mike's family and Charlie Anderson's family.

We appreciate all the help that was given at the Site Office by KVE members and other participants some of whom did a number of shifts. These people gained a huge insight into what goes on in the background and without these people the event would not be as successful as it is. Robert Pearce is organising the Site Officer Roster for 2014 and we are taking names and times you can help.

Many thanks to the Corowa Shire Council and many of the local businesses who supported our event in 2013. We had more correspondence with them for our 2013 event and attended meetings during the week. I hope some of them made an effort to visit us in Ball Park or attend our activities at the Corowa Showgrounds. We look forward to their support in 2014 and once again we will be applying for a Corowa Shire Tourism Grant and we will also apply for a Regional New South Wales Tourism Events Grant for activities held between January–December 2014 which should help us with promotion of our event and having people such as Fletch from "Classic Restos" provide us with more promotion over a wider area.

We received a record number of pre-registered entry forms for 2014. Please send back ASAP to give us an idea of the numbers of participants we are likely to have in 2014. KVE anticipates that in 2014 with it being Year of the Ford and Year of WWI there could be a record number of participants.

New Site Office for KVE – WW2 Radar Van

A few weeks before the event we received news that we may not have a council site office and with this in mind KVE members started looking at possible solutions so we could have our own site office and store area. With Year of the Trailed Equipment there were suggestions of different types of trailers and we ended up being fortunate enough to be offered a WW2 Radar Van. We are in need of some help with the restoration and if anyone can offer assistance with materials or labour please let us know. See page 23. We would love to have this on site at Ball Park in 2014.



Wedding Story – by Capt. Christopher and Laura Pike (nee. Browne)

I am a Coy 2IC at 7 Combat Service Support Battalion in Brisbane and Laura is a Speech Pathologist.

The reason we got married in Corowa was it is centrally located to both of our families most of which reside in Melbourne, Country NSW and Country VIC. Laura's Grandparents Joan and Harry Caughey have lived in the area for the past 80 years, having family ties with vineyards and wineries in the region. Laura's parents Barbara and Peter Browne moved several times throughout her childhood due to Secondary School teaching careers, however visited Corowa on a regular basis.

Barbara and Peter Browne married at St Mary's Catholic Church on 13 January 1979. Over 34 years later on 16 March 2013 we married at St Mary's Catholic Church where Laura was also Christened. The photos taken with the truck on the Murray's bank was the same location where Barbara and Peter had their wedding photos taken all those years before.

Laura's family has strong ties to the Australian Army and it was only fitting to hold the reception at the Corowa RSL who hosted a magnificent evening. It was excellent that the military vehicles were in town over this period and it was my pleasure and privilege to talk to several of my RAEME brethren in the main street, the day prior to our wedding. Due to these family ties we are appreciative of Jack Neville taking the time to bring his truck down to the river to set the unique backdrop to what are some beautiful photos. Laura and I enjoyed watching and inspecting the preserved history on show and the characters we met on this memorable weekend.

Thank you and regards, Chris and Laura



Why the Johnson family received the Encouragement Award

Geoffrey is the eldest and he drove in the parade and on the Friday run, he turned 18 the Thursday prior to Corowa and has been driving around the paddock since he was 12. His first off road driving with a club was in November 2012 at the World War 2 jeeps Christmas party get together. He has always been mad keen on jeeps since he was a toddler. Christopher is 14 and has only taken up driving himself in the last year. Prior to that he was happy to jump in with Geoffrey or anyone else who had a jeep with the engine running. Thomas is 10, and Kirrily is 8 on the 30th March. Like the older two they adore the jeep and run out of the house when they hear it start in case they miss out on a ride up town or to the rural supply store. They all have caught "JEEP FEVER" from Warwick.



Land Rover Gun Buggy – Report from Steve Dietmann

The Gun Buggy started life as a 1958 Series 2, Command Recon, 88 inch wheelbase Land Rover. Along with a number of it's cousins it was selected to be turned into a 106mm Recoilless Rifle Carrier. The



modifications to do this were many. According to it's chassis number, this vehicle saw active service in South Vietnam with 104 Signal Squadron and had it's rifle removed and fitted with a pintle mounted M60 machine gun and used as a convoy escort vehicle. In this role it was very capable as they are a zippy little thing to drive. The 1/15 Royal NSW Lancers were issued these vehicles and as such

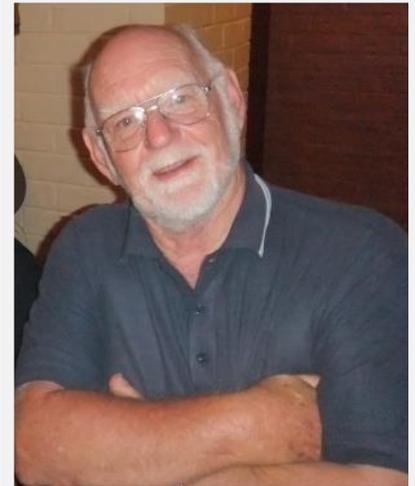
the museum was keen to secure the purchase of one. Colin Brown made this one available and the deal was done. It is now a permanent exhibit at the Lancers Museum and is kept in running order to attend various shows and parades.

Tales of a Corowa Virgin – report by Alan Lark

(a dedicated Site Office worker seen working morning and afternoon most days)

After a disastrous start, where I had lost my wallet and had spent my first day cancelling and renewing licence, cards and what so ever, I finally got under way early on Tuesday morning. All went well though I thought the fuel consumption had me a bit worried, after refuelling at Goulburn the Land Rover took on a new lease of life and I eventually arrived safe and sound in Corowa in the afternoon, booked into the caravan park and began the task of setting the van and annex up, you know how it is, a few stakes in for the annex...reach for a cold one, back to the job....then reach for another cold one (well it was bloody hot) I almost had the area to myself and I thought "what a peaceful place to spend the rest of the week", (did you know that Kookaburra's wake around five am?) you do now. Little did I know that come Friday

afternoon, I would be hard pressed to find my van. I must confess that I have never seen so many ex-military vehicles in one place, some I have no idea what they were and am still checking my photographs to identify them. I started my military career as an Army Apprentice at Balcombe around 1953 and finished in 1975 and as I have said, never seen or heard of some of them, needless to say I was like a fly around a cow pat, even to see one disappear into the river. I met up with some people I haven't seen for years and was able to make more friends than I can remember. I really enjoyed my time checking people in where I really got to know more people, it was a bit hectic at first but when you got the hang of it all it just rolled along nicely, I even went to Victoria one night and had a feed and a couple of Mexican beers, the things you do when you are away. Friday night was wonderful, Tim Vibert's talk was an eye opener, what would you do with 105 Centurion Tanks, makes me feel that my restoration of a 1942 No.6 Chev Blitz Gun Tractor a bit wanting. After the talk I was kidnapped and taken to some unknown place where the local Port flowed freely, I ended up heading for the van around midnight, strange things happened that night, a friend said that there was a phone call from me around 2am asking directions home, I was certain that I was well in (or on) my bed by then. Must have left my phone somewhere. Saturday Night and the auction was great to be part of, did that lady eventually wear that women's uniform she bought?



On the way back to Sydney I have reason to make application for the idiot of the year award. Creeping out of the park, at around 5am Sunday morning, I waited until I was out of earshot and on level road outside the park to carry out the final hook up, chains, lights etc. 75 kms from Corowa, I was flagged down by a motorist, to tell me I had left the rear jacks on the van down, that was easy fixed as it was breaking dawn and I didn't have to grope around in the dark. Now it gets bad, about 15kms from Holbrook, the gearbox gave up and I had to be towed to town (Van and all) where I spent the rest of the day trying to work out how to get home. A good mate made the trip from Sydney and towed the van and myself home.....at the time I wrote this, the gearbox is still not fixed

I am making arrangements to return next year. Keep on collecting and displaying it is a vital part of our Military History.

1942 Ford Armoured Scout Car S1 – owner Bob Schutt

Bob Schutt from Monto in Qld, brought a very rare armoured vehicle to Corowa this year. The Ford Armoured Scout Car S1 was built in Australia during the war by Ford at Geelong, Victoria State railways are believed to have built the first five. Constructed on a CMP Ford F15 4x2 chassis, the body had similarities to a White Scout Car. This was a "reverse Lend-Lease" arrangement as the vehicles were built for the US Forces to use for airfield defence. As Bob says, not a very suitable vehicle for the role. It is the only restored one known, and the only other one is unrestored and in Syd Beck's museum at Mareeba in North Qld. About 50 are thought to have been built. Bob first heard about this vehicle in 1984, he eventually tracked it down and bought it, but did not start the restoration until 2002, finally completing it in 2007.



John and Bill Belfields trip to Corowa

To get the M816 Prime Mover, 3 axle Steco float and Pacific film Sherman tank ready for the trip to Corowa was challenging for the Belfields. John shares this story with us:

“we got stuck into preparations – first parade service by Bill – the bloody bonnet is too heavy for me – weak excuse. I know. No oil in the master cylinder so therefore out with the lead light and inspect all backing plates and wheels for rotten telltale signs of brake fluid leaking out of RH rear wheel – off with the wheels, damn heavy 1100x20 and then the hub – also bloody heavy. Reco the wheel cylinder and reassemble, then remove and reco the master cylinder and bleed the brakes. Also the diff seal was stuffed another lousy job. Then pump up a total of 26 tyres, check the lights and fix. Load up the Sherman and chain it down and after last year’s debacle when the coppers hit us for a \$375 fine for dropping off a chain which holds the railway sleeper, which protects the tyres when the Sherman runs over them. So a brand new sleeper and 2 new straps – hopefully problem solved!

Departure 7am Thursday morning and its dark and the head lights wont work – well its nearly day light and the rest of the truck and trailer are lit up like a X-mas tree. Down the Monash ‘carpark’ and through town, up the Tullamarine freeway – along the Ring road and then the Hume Freeway to Kalkallo to refuel at Shell Kalkallo amongst about 10 modern semis. Hop in to start up and no go. Starter jammed, solenoid faulty? Batteries flat? So into the Truck stop shop for 2 new batteries and “Oh no mate we don’t keep batteries”. Well, Bill was to follow the truck in our old Barina but had been held up so “what to do?” Stuck on diesel bowser with about 10 modern semis – a tow start seemed out of the question so I have a cup of coffee and wait for Bill.

I then have a brainwave – dangerous thing for me! What about the batteries in the Sherman? Of course they are buried under the floor with metric nuts and SAE wont fit. Eventually I unhooked them and struggled to get them out of the turret hatch.

Hooray – Bill arrived to carry them off the tank and refit to the truck – hop in, hit the starter button and still that horrible non-starting sound. Next step, go for a drive in the Barina looking for 2 big batteries; Kalkallo is a one horse town but I got lucky – W&P Machinery was close by. I had subcontracted to them for about 15 years converting M543 & M816 wreckers from left to right hand drive – I think I did about 48 altogether. Anyway it was the same owner that I had worked for – even the receptionist had been with them for 30 years. They were happy to sell me two new batteries for cash and I was on my way – unfortunately doing a u-turn on a 4 lane divided Hume Freeway was difficult and meant driving up a couple of one way roads. We fitted the new batteries and wonderful magic, it fired up straight away. We had lost a couple of frustrating hours but we were on our way – Bill driving the truck and me resting up in the Barina.

Next stop was the roadhouse at Glenrowan for Maccas and a coffee – My turn to drive and away I go – but after a few minutes Bill was not behind me in the Barina and I had a panic. Did I give him the bloody keys – I could feel them in my pocket – Oh hell, how can you do a u-turn with a tank on board on the Hume Freeway. So I stopped to ring him and yes, you guessed it, my phone was in the Barina. Feeling thoroughly depressed and ashamed it was a wonderful feeling when Bill rolled up in the Barina – he had used the spare key – thank God for that. Later we changed drivers again with me resting up in the Barina; after all I am 81 – it's a good excuse and I use it a lot!

Getting up near Wangaratta, Bill was going well, about 85kmph flat chat and then Kapow Bang!! A mighty explosion and bits of tyre and bits of tail light showered onto the road in front of the Barina. The left rear tyre on the 816 had exploded – they run about 100psi cold and god knows what made it explode. Luckily the mudguard had held –(Belfield made of course) the tail light completely stuffed. After last year's "nice easy trip" we now carry 4 spares, 2 for the truck and 2 for the trailer. Luckily one of our hydraulic jacks worked and we get it back on the gooseneck. A couple of good Samaritans from the club had stopped and helped load the spare under the tank – thanks fellas. 10 hours after leaving home we arrived at the showgrounds after 'another nice easy trip' to Corowa. The truck went well on the way home and thanks to Russell Altman for helping us get ready with another flat tyre and lights problem. A very enjoyable weekend overall and thanks to all the committee of KVE and I will be back next year but in maybe a Jeep or something easier.

Membership to KVE

KVE currently has only 56 members. We are encouraging people to join especially when they are expressing their points of view on forums and have some suggestions on changes that could be made to the event. In 2015 the Corowa RSL want us to join with them on their Gallipoli anniversary commemorations. Turn to **page 38** for a membership form.

Themes for 2014, 2015, 2016 and 2017:

In 2014, 10th to 16th March – theme is: Year of the Ford and Year of WWI

In 2015, 9th to 15th March – theme is: Year of the Emergency Vehicles and Year of the General Motors

In 2016, 14th to 20th March - theme is: Year of the Tank and Year of the Chrysler (2)

In 2017, 13th to 19th March – theme is: Year of the International

Notice to all :

KVE Annual General Meeting - Sat. 17th August 2013

KVE will be holding their AGM in the Conference room at the Bindaree Motel & Caravan Park at Corowa on Saturday 17th August 2013. The AGM starts at 12:00 Midday followed by the General Meeting. It is hoped that as many of you as possible can attend. If you join KVE, this is your chance to have a say over the running of the Corowa Swim-In event.

KVE has arranged with Bindaree for a special deal for accommodation on Friday 16th and Saturday 17th with a room at \$100 per night for 2 people inc. continental breakfast, extra persons at \$10 per night each. To book your accommodation, contact Bindaree direct on (02) 6033 2500

Accommodation for Participants in 2014

For next year, Ball Park Caravan Park will have some extra powered sites available, book early. Bindaree Motel & Caravan Park and Rivergum Holiday Retreat have both said they will negotiate discounted rates for participants, to match those of Ball Park Caravan Park. Members of KVE Committee had a meeting with the managers of the Rivergum Holiday Retreat before leaving Corowa and they showed us all around their site and the facilities. They are aware of the size of some of our vehicles and transporters and even have a large gate available for direct access to the rear of the park and a couple of paddocks. For those with amphibs, there is a ramp to access the Murray river.

Contact details:

Ball Park Caravan Park - Bridge Road, Corowa 2646 (more powered sites are now available)

Ph (02) 6033 1426 Sonia & Andrew Palmer

Bindaree Motel & Caravan Park - 454 Honour Avenue, Corowa Ph (02) 6033 2500

Rivergum Holiday Retreat - 386 Honour Avenue, Corowa Ph (02) 6033 1990

Accommodation in Corowa can be difficult to find unless you are camping at Ball Park Caravan Park or the other parks listed. An accommodation list is on page 21.

If you require other accommodation please contact;

The Corowa Tourist Information Centre on 1800 814 054 or via email tourism@corowa.nsw.gov.au they will be able to assist in organising your booking.

Until next time,

Jan Thompson - Secretary



Classic Restos - Corowa 2013 DVD

**Order your copy now -
only \$15 inc. postage within Aus.
A DVD of the TV programme made by
"Fletch" at this year's Swim-In.**

**Proceeds are going towards funding of
another episode at next years event.**



To order, contact; Jan Thompson at kveinc@optusnet.com.au or 0423 943 010

KVE, 9/1 Millett Road, Mosman, NSW 2088

Bank deposits can be made to Westpac cheque a/c of "Khaki Vehicle Enthusiasts Incorporated",

Please ensure your name and word "DVD" is on the payment slip.

BSB: 032521 Account no. 162538

2013 Vehicle list at the Swim-In

This is the final count of vehicles that attended the 2013 Corowa Swim-In.

It is in three groups, all Vehicles, all Trailed Equipment and all Armour.

Jeeps – Ford: 35 Willys: 31
 Ford GPA Amphib : 5
 International W6 tractor : 1
 Ford Falcon ute : 1
 Blitz Ford : 2
 Blitz Chev : 10
 Studebaker US6 : 5
 Land Rover S2 Gun Buggy : 1
 Land Rover : 24
 Yamaha m/cycle : 3
 Ford F150 ambulance : 1
 Austin Champ : 3
 Nash staff car : 1
 Schwinn DX bicycle : 1
 International F1 : 2
 Datsun 200B : 1
 White M3A1 Scout Car : 3
 Leyland Moke : 4
 VW Kubelwagen : 1
 M151A2 Mutt : 5
 Humvee : 1
 Zundapp m/cycle : 1
 Dodge Weapons Carrier : 3
 Unimog : 2
 BSA Para bike : 4
 Dodge WC26 Carryall : 1
 LP2 Carrier : 1
 Ferret Scout Car Mk1 : 1
 Leyland Super Comet : 1

BSA M20 m/cycle : 1
 International C1510 truck : 1
 Toyota Land Cruiser Norforce : 1
 Chevrolet delivery van : 1
 DKW m/cycle : 1
 Mack NM prime mover : 1
 Dodge 6x6 : 1
 NSU Kettenrad : 1
 Ford Marmon-Herrington gun tractor : 1
 Dodge WC57 Command Car : 2
 Chevrolet cinema van : 1
 Ford Scout Car S1 : 1
 Alvis Stalwart Mk1 : 1
 Humber FV1600 truck : 1
 Toyota FQ15 Weapons Carrier : 1
 Fordson WOT2 : 1
 GMC CCKW : 2
 Reynolds Boughton RB44 truck : 1
 Ford F250 : 1
 White M2 Halftrack : 1
 Stuart M3 tank : 1
 Indian Chief m/cycle : 1
 FV436 tracked carrier : 1
 BMW R75 m/cycle : 2
 Dodge WC52 : 1
 Kaiser M816 prime mover : 1
 Sherman tank : 1

VEHICLE TOTAL : 186 (inc. Armour)

Jeep Trailers : 32
 Ben Hur trailer : 1
 Land Rover trailers : 10
 Corio 1 ton trailer : 3
 Moke trailers : 3
 FBE semi-trailer : 1
 National Forge 37mm Anti-tank gun : 1
 M10143 trailer : 1
 Furphy water cart : 1
 Haflinger trailer : 1
 General trailers : 8

Craig M832D trailer : 1
 Cement mixer trailer : 2
 25 pounder field gun : 3
 No27 Limber : 3
 Wiles cooker trailer : 2
 Bomb trailer : 1
 Generator trailer : 1
 Bofors AA gun : 1
 Boeing trailer : 1
 Steco M1965 semi-trailer : 1
 Lowloader semi-trailer : 1

TRAILED TOTAL : 82

Armoured vehicles

LP2 Carrier : 1
 White M2 Halftrack : 1
 Stuart M3 tank : 1
 Ferret Scout Car Mk1 : 1

FV436 tracked carrier : 1
 Sherman tank : 1
 Ford Scout Car S1 : 1
 White M3A1 Scout Car : 3

ARMOUR TOTAL : 10

Accommodation Options in Corowa area

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

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

Hotels :

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

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

2013 Swim-In on "Classic Restos"

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During the week before this year's Swim-In, Richard called Mark Fletcher from the Classic Restos TV programme to see if he was interested in attending our event. "Fletch", as he is better known, was due to be filming the Chryslers on the Murray event at Albury on the weekend of the Swim-In so it was a possibility of him attending. With a little negotiating by Jan and the offer of two nights accommodation from Ball Park Caravan Park, the deal was done.

Fletch arrived on Wednesday afternoon in his 1969 Dodge Dart. After joining us for dinner that night in Wahgunyah, he quickly got a feel of the military vehicle scene, something he had not covered in his programmes to date. But that was about to alter! Up bright and early on Thursday, Fletch accompanied by Jan as his 'production assistant' for the day commenced filming in and around Ball Park. Scott Rough provided transport with his Jeep for the film crew and managed to get on camera. Others filmed and interviewed included Richard Sanders (GPA), David Smith (RR Meteor engine), Jack Neville (Marmon Herrington), David Furness (Nash), Bob Schutt (Ford armoured car), Julian Smith (BSA), Cameron Reed (Blitz) and Hugh Thompson.

This is a real chance of putting Corowa on the map of military vehicle events in the world as Classic Restos is shown on TV stations across Australia and New Zealand as well as the USA and UK. The first showing was on the Melbourne station on the 18th April, followed by Sydney and all the other States. We have been promoting this on all the major internet forums that are frequented by military vehicle enthusiasts.

DVD copies of the programme are available at \$15 each, inc. postage within Australia. Profits from the sales going towards payment for more filming of Classic Restos at next year's Corowa Swim-In. To order the DVD's, please email Jan Thompson on kveinc@optusnet.com.au or call **0423 943 010**

If paying by bank deposit, please identify the reference with your name and "DVD" on it.
Bank deposit to Westpac cheque account for "Khaki Vehicle Enthusiasts Incorporated",
BSB: 032521 Account no. 162538



Scenes from the filming at Corowa with Fletch interviewing Cameron Reed and David Smith

New Site Office for KVE at Corowa

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Just a few weeks prior to the 2013 Swim-In, we received news that the Corowa Shire Council would not have a site office caravan available to loan us for the week due to one of theirs being damaged by a tree. This would cause a heap of problems, so feelers were put out for some kind of a caravan or similar to tie us over. In the meantime, one of our committee members had heard of an ex-army radar van trailer up for sale in NSW. It was of WW2 vintage and fitted the bill well as it would also accommodate all our display boards, tables and chairs, etc. that are stored locally in Corowa. The trailer needs a bit of fixing up, but on the whole was very sound, main problem is a set of tyres required. Discussions with the owner resulted in him gifting it to KVE, which was a very generous act and we thank him very much. We intend to keep it locally at Corowa as it will only be used for that event, but it will hopefully be brought up to standard while in the Sydney area before being moved down there. We are seeking help from anyone who feels they can give up a bit of spare time to tidy up the body work, fix up the inside, make doors secure and lockable, check brakes and lights, fit tyres and paint it. Also anyone who can donate materials required to help with this project. It is hoped that it will become a focal point at the Swim-In and become a meeting point for those that participate.



Currently we are in need of eight 7.50-20 tyres before the trailer can be moved, so if anyone can help please let Jan Thompson, the KVE Secretary know. It would be greatly appreciated.

The history of the trailer

The trailer was one of two consigned to a GL3(c) radar convoy built in Canada. GL3(c) was an Anti-Aircraft Gun Laying Radar system, the first mobile microwave frequency radar to be mass produced anywhere in the world. It was originated and designed in the UK, but also developed in Canada and the USA simultaneously. The trailer that KVE have been given was the Zone Position Indicator, the other trailer of a different design was the Accurate Position Finder. The convoy sets consisted of one each of these trailers and two FWD HARI towing trucks fitted with Cummins powered generators, also a CMP Chevrolet C60L for carrying equipment.



The trailer was built by Truck Engineering of Canada, at Woodstock. The equipment was produced by Research Enterprises Ltd of Leaside, Toronto to a Supply Mech Contract no. 2828. By December 1942, 314 convoy sets had been delivered, much of these sent to the UK for AA gun sites. Due to manufacturing problems this system was not able to be built in time in the UK and they were reliant on Canada to produce them. By the end of 1943 a total of 667 radar convoy sets had been made by REL under the Lend Lease agreement.

1941 FORD/MARMON HERRINGTON 3A GUN TRACTOR 25 POUNDER GUN AND NO.27 LIMBER

I originally collected the parts for the Ford/Marmon Herrington gun tractor as part of a buy with some friends from a private collection in Bendigo about 1997. At the time we purchased the 25 pounder, and a collection of bits that the previous owner intended to turn into a gun tractor. This included a very rough F/MH cabin, the bare steel framework of a winch model rear body, a civilian Ford 1½ ton truck rolling chassis and a Marmon Herrington front axle and transfer case that had come from an Australian Dingo Scout Car. There were no doors and the front sheet metal was just OK.



The gun was mostly complete and had been sandblasted so we got that completed first and made it operational to fire blanks for use with the Geelong Military Re-enactment Group. The truck was another story. It languished for several years with little activity except I rebuilt the cabin. It was stripped, sandblasted and the timber coachwork in the rear half of the cab replaced. New floor sections were added and the behind seat storage locker replicated. The rear body was sandblasted and primed. That was about it until Jake and I decided in 2010 to take it to Corowa in 2011. So the real work didn't really begin until about 12 months out from Corowa.

Another cab chassis F/MH came up for sale at 'Topar' outside of Broken Hill some time in 2010. Thinking it may have had a good chassis (which was something we lacked) I contacted the auctioneer and was assured that the chassis was good. I bid for that over the phone and paid \$900 and won the sale. Don't believe what Broken Hill auctioneers tell you. When I picked it up it was no better than the one I already had but the rest of the truck supplied quite a significant amount of other smaller parts I didn't have so it was still worth it in the end.

The engine, transfer case and front and rear axles and steering gear were all rebuilt by Robin Mawson. A few modern bits are included, being a 12 volt alternator (hot rod 'Powergen' in an original looking housing), 12 volt starter, electronic ignition (Jolley Engineering UK), electric fuel pump and full flow oil filter remotely mounted. (I prefer my old looking vehicles to start like modern ones).



We wanted the rear body to look correct with the right size hardwood timber. Luckily Jake had a contact at Calco Timber in Colac and was able to get a whole log milled, and dressed in tongue and groove KD hardwood to the correct thickness and sizes specified. \$2000 worth of timber just in the rear body. I could not buy tan canvas off a roll for the canvas work so I imported a quantity of white unbleached canvas from the States and dyed it myself. Michael McMahon did all the stitching including the seats. The chassis was the biggest problem as the F/MH has the double skin Ford chassis and modified front cross members to suit the MH 4 wheel drive kit. We did

not have a good F/MH chassis but we did have a good single skin Ford civilian truck chassis. The solution was to strip the civvy chassis and the F/MH chassis completely by removing all the rivets from both. A replica inner skin was made and all the parts to be re-used were sandblasted. The rivets in the Ford chassis are 3/8" but in removing them quite a few holes were flogged out so we replaced them with

Restoration by Jack Neville - cont'd

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7/16" rivets which were sourced from the States. Once all the parts were ready we bolted the chassis back together with 7/16" bolts checked the alignment and then spent a week re-riveting the chassis. I did the hard work of holding the oxy to heat the rivets while Jake the easy bit of hammering them all into shape. In most cases it was easy enough to put a jack against the head of the rivet to hold it in place so it could be held firm while the tail was hammered down and shaped but once in amongst the cross members and inside the C section rails some special tools had to be made to get the job done. These were made as we went and mostly were made up using really big bolts which were screwed up against the rivet head. Dollies were made to form up the rivet tail or press against the rivet head to stop it deforming. I was a bit concerned that we would not be able to get enough pressure on the rivets to be

strong enough but when we mucked up a couple of ours and had to remove them, we found the ones we put in were every bit as hard to remove as the original factory installed rivets so I am not too worried about it falling apart on the road.

Once the chassis was done and painted reassembly of all the major components went together quickly. Jake completed all the timber work on the rear body. Most of the steel work above the rear body frame was fabricated as we had very little original pieces. The rear hood bows and storage boxes



were all fabricated. We were lucky that the original steel frame still had the winch rollers in place and most of the original rear steel flooring was able to be used or provided patterns for replicas.

Once it was installed we found that due to the position of the transfer case compensating lever in front of the fuel tank, the seat cannot be move forward so the hood bows of the cabin cannot be properly lowered behind the seat. That is still one area I haven't been able to properly sort out yet so I am open to some advice from other F/MH owners. Some of the earlier F/MH did not have the compensating lever so the seat on those trucks can be moved forward. For those unfamiliar with Ford trucks, the seat base on these sits on the fuel tank and the seat adjustment relies on holes drilled into the seat base being moved forward on a steel peg on top of the tank. Another thing I found was the fold out windscreen on the 1940 and 1941 Ford trucks used by the Australian Army is actually the 1939 windscreen. The hinges are a local pattern type and different altogether to the 1939 trucks. The windscreen on the 1940 civilian trucks onwards was a fixed two piece, with centre divider and each piece of glass held in place with a separate rubber. I found that when I ordered a new windscreen rubber from Macs Autos in the States and they sent me a two piece rubber set.

Restoration by Jack Neville - cont'd

Every time I told them they sent the wrong one they told me they sent what I ordered - a 1941 windscreen rubber. Luckily I have a 1939 Ford one ton ute and after studying both for a while the penny dropped and I asked Mr Mac to send me a 1939 windscreen rubber. That is one of the problems restoring unique Australian pattern vehicles. There are very few of them left, of the very few that were made, and the literature available is limited in most cases. In the case of F/MH gun tractors there is extremely little technical data in relation to the uniquely Australian content. There are very few good photos of F/MH that reveal intricate details. Especially in the areas of the seat, as mentioned earlier, the winch controls and operation and equipment stowage and methods.

The bottoms of both cabin doors were rotten but I had some civvy doors that donated the bottom section and I made a new skin for one door and a bottom section for the other. One of the hardest parts to fabricate was the seat. The F/MH has a seat unique only to themselves, and the Ford one ton utes. Courtesy of Mike Cecil I got access to the Australian War Memorial F/MH and while that vehicle was invaluable for many details it does not have the correct seat. One of John Belfield's relics provided a pattern for the seat frame and base which was quite difficult to copy but he had enough original bits and pieces so that it could be sorted out and reproduced.



I was fortunate to get the assistance of Hugh Davis from Adelaide who allowed me access to the F/MH they have in the South Australian collection when it came to adding the winch. I only had part of the winch control set up so Hugh allowed me to disassemble their truck controls, copy what I needed and reassemble it. Manufacture of the missing parts was pretty easy as they are very basic in their construction. I had already acquired a Servex winch of the correct model from a clearing sale at Nar Nar Goon some years earlier. With the help of Ian Mastin who machined up drive shafts and other tricky bits the winch that was missing from its last trip to Corowa is now in place.

Tyres were impossible to source in Australia, being 18", until I located a supply of ex Gamma Goat tyres in the yard of Jack Tomlin in Utah. Because they were still on rims it was possible to easily import them as used tyres. They were in 'as new' condition so that problem turned out to be easily solved. Jack Tomlin is now dead and his yard sold up so I don't know where the remainder of his 8,000 Gamma Goat tyres went but 18" NDCC tyres are now being made new by Specialty Tyres of America I believe.

Once the truck was complete and running we took it for a drive. It was impossible to keep it on the road once it got to about 30mph. Vibration in the front end caused it to bounce and shake so much it was impossible to drive. There had always been a pair of castor wedges in amongst the collection of bits first acquired. Robin Mawson suggested putting them in the front springs and 'hey presto'. Not totally without a bit of front axle shimmy between 48-52mph but the truck will now cruise all day at about 58mph no problem. (Well according to the probably inaccurate speedo). We do wear ear plugs to block out the transfer case whine though. Without the gun on the back the 'Marmy' is almost the fastest of the GMRG fleet as proved on the recent trip to Tasmania. Something most would probably not know is the F/MH are constant four wheel drive and have a compensator in the transfer case which can be locked in, providing a 1940's version of a centre diff lock. Tyre scrub has not been evident in the few hundred miles driven so far although the steering can be a bit heavy at times. I will be looking to develop some free wheeling hubs just for the long trips as the fuel economy is a woeful 5 miles per gallon.

Restoration by Jack Neville - cont'd

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The limber is owned by Robin Mawson. It was originally found by a Winchelsea (Vic) contractor at the Winchelsea tip many years ago and was obtained from him by Robins father Mick Mawson. It was largely intact but very rusty from years exposed to the weather. It was mainly missing wheels and guards. One of the brake drums was cracked from badly rusted brake shoes and could not be removed without smashing it off. The limber was initially sold to Jim Snell and I restored it for him. The entire unit was disassembled and the rusty sheet metal replaced. A complete axle with wheels was located under a water cart at Euclid Trucking in Belmont and a swap was made. This also provided the replacement brake drum needed. Mudguards were obtained at a swap meet. Luckily all the ammunition trays were still with the unit so once sandblasted and painted the unit was reassembled. A new complete front stores tray was fabricated and a NOS stores tray canvas was obtained recently from the UK. The limber was sold back to Robin Mawson when we acquired the 25 pounder gun and F/MH parts. Missing still is the moulded mudguard ends which are proving very difficult to locate.



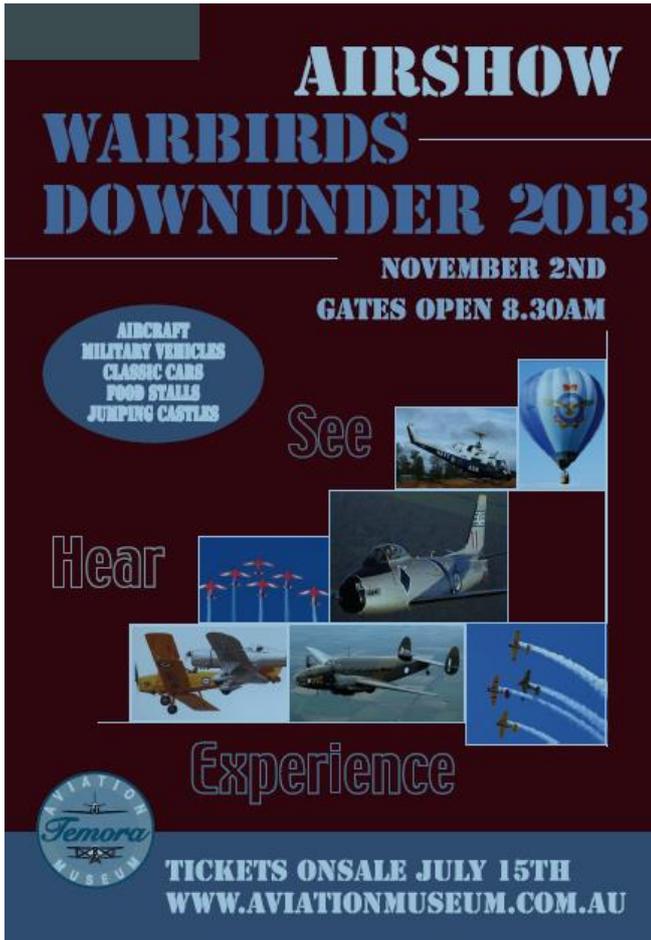
The gun is a 1940 British made 25 pounder with riveted trail. The gun number is R2481 and information we have is that it was a gun that belonged to the 2/4 Field Regiment and was used in Syria but that is yet to be confirmed. As stated, restoration of the gun had already been started so it was mainly finishing off reassembly. Most missing items of kit have been collected and the breech and operation mechanisms were all freed up to make it operational. It is used regularly with the GMRG in re-enactments.

by Jack Neville



Thank you to Jack Neville for taking the time to write this interesting article on his painstaking restoration. The whole outfit is a real credit to him.

We welcome articles like this, so if anyone would like to send one in, please contact Jan or Richard (details inside front cover)



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Warbirds Downunder 2013 Saturday 2nd November

Hi, my name is Peter Harper from the Temora Aviation Museum, I have been in contact with Jan Thompson, Vice President of the Australian Ex-Military Vehicle Collectors Society (AMVCS). The Temora Aviation Museum is looking to increase the presence of Ex-Military Vehicles on display for the public to see to compliment the world class Warbird aircraft airshow 'Warbirds Downunder 2013'. Jan has been very helpful in getting the word out and I would like to thank Jan very much for her support. WD2013 is set to be a fantastic event with the inaugural show in 2011 attracting 10,000 spectators, this year we anticipate growth and are always looking to add to the visitor experience.

Warbirds Downunder 2013 is scheduled for 2nd November but I would be looking for confirmation in early October to allow time for tickets and event information to be posted, one free admission per vehicle is offered for any interested members.

Those of you who have attended the Museum Showcase Days previously would understand the airshow experience we offer, however Warbirds Downunder offers a lot more. Along with Car Clubs, such as yours, participating on the day, the event will include ex-military vehicles, the RAAF hot air balloon, Defence Recruiting exhibit, jumping castles for the kids as well as exhibits from other Australian Aviation Museums and organisations. Although in the early planning stages the Museum is confident in securing a similar line up of aircraft which attended in 2011 including the RAAF Roulettes, the iconic 'CONNIE' Super Constellation from the Historical Aircraft Restoration Society, Mustang from the RAAF Point Cook Museum and many more. Warbirds Downunder 2011 involved 52 aircraft from all over Australia and for those who attended I sure was a day not to be missed.

We are still in the planning phase for Warbirds Downunder 2013 but it is envisaged that the parking and display area will be similar to that which was utilised in 2011 which was within the airfield grounds and incorporated vintage cars and ex-military vehicles. This area is not part of the general public car park, but rather within the airshow site so your vehicles would be on display to all visitors. If required, the Museum will not be responsible for any damage incurred during the event. As the proposed parking area is within the general public viewing area restrictions will apply to the times that vehicles can arrive and depart in the interest of safety for the Museum's visitors. It is anticipated that arrival time will be between 7am and 8am however confirmation of times will be provided closer to the event.

The Temora Aviation Museum will provide one free general admission pass per vehicle attending in return for your vehicle being on display. Space is limited, so we will accept applications on a first in basis. I understand that distance will prevent some members from participating but please feel free to contact myself if you have any further questions. Alternatively more information can be found on our website:

http://www.aviationmuseum.com.au/warbirds_downunder_2013/index.html

“Fill ‘Er Up, Mate!”

Australian-made Fuel Containers and Accessories of the Second World War

By Michael Cecil

(An earlier version of this article was published in the MVPA’s Army Motors No.107, Spring 2004.)

The 5-gallon (20 litre) ‘jerrycan’ was a German invention which, soon after being encountered by Allied Armies, was found to be so practical and robust, it was copied, albeit differing in manufacturing detail. Many millions were produced, particularly in the USA, during the course of the Second World War. The design was so good that it is still the standard method of carrying extra fuel on vehicles today. Australia was somewhat later than other Allied countries in adopting the ‘jerrycan’ as standard, with the rectangular 2-gallon can and cylindrical 4-gallon drum being the main containers for carrying extra fuel, water and oil on Australian vehicles during most of the Second World War.

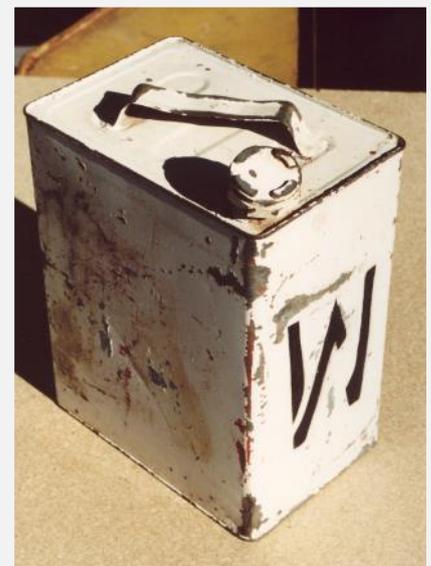
The 2-Imperial Gallon Rectangular Can and Flexible Pourer

The British-style 2-gallon can was a common sight both in the First World War and on the running boards of British and Dominion motor cars during the inter-war period. With the ability to manufacture them in large quantities already well established, it is not surprising that the 2-gallon can became the basic petrol, oil and water container for Australian military vehicles during the Second World War.

In military service, the 2-gallon can became the ‘Cans, 2-gallon Rectangular Petrol, Oil or Water’ shortened to ‘POW can’ for convenience. Various combinations formed part of the Vehicle Outfit List (VOL) of the majority of military vehicle types with the cans supplied with the vehicle by the manufacturer or assembler. The number specified varied with the vehicle type. Ford 15-cwt 4x2 Vans were supplied with three 2-gallon cans, one each for petrol, oil and water, while the Ford 3-ton 4x4 Ambulance was provided with one each of petrol and oil, and 2 water cans. The Ford 3-ton GS (Aust) No.3 Canadian Military Pattern vehicle was provided with one can each of petrol and oil, and three cans of water.

To differentiate the contents of the cans, they had a distinguishing letter painted prominently on the sides. Both the petrol and oil cans were to be finished in the same colour as the vehicle which usually meant Khaki Green Number 3. Stencilled centrally on the faces of the can in either black or white were the letters ‘P’ for petrol or ‘O’ for oil. These could be stencilled on either the two long sides or the two short sides, but rarely on all four sides. Water cans were further distinguished by being painted white overall, with the letter ‘W’ stencilled in black, 3-inch high letters. Again, water cans have been observed with the ‘W’ stencilled on either the two long, or the two short faces, but rarely on all four.

There appears to have been a relatively large number of manufacturers of ‘Cans, 2-gallon, Rectangular’ judging from the many variations. The first is a pre-war can supplied by the Mobil Oil Company. It was



Cans, Rectangular, 2-gallon, Water
This can has the original white painted finish and black stencilled ‘W’ on the two long sides.

Australian Fuel Can History - cont'd

originally painted white overall, and had the grade and type of oil stencilled in black paint on the other long side. The materials used to make this can are notable, with the body manufactured from Terneplate (a lead-coated sheet steel) and the filler neck made of brass. By contrast, virtually all of the Second World War vintage cans examined were made of galvanised sheet steel ('gal iron') with diecast caps and filler necks: no doubt to cut production costs and conserve lead and brass for more important applications.

The Second World War cans are reasonably uniform in their dimensions and with little information stamped into the can with regard to the identity of the manufacturer. There are notable exceptions, such as 'Federal' in Western Australia. These have different dimensions as well as the name 'Federal Made in WA' embossed prominently into the top surface under the handle. They also have an octagonal diecast cap, in contrast to the round caps on most other cans. The letters 'D/1\D' and the year of manufacture are stamped into the top as well. Curiously, there is also variation in cans from this manufacturer, as another Federal can, this one a water can, has dimensions similar to the more common 9 ¾ inches x 6 inches x 11 1/8 inches. Both the cans were manufactured by Federal during 1943.

The construction of the cans also varied, though the basic construction was always a top, bottom and main body. The rectangular body was joined by either a simple overlap seam or the more robust machine manufactured 'lock seam'. Tops and bottoms were crimped onto the body using a pair of grooved rollers, and all seams were soft soldered. The filler neck was also soft soldered into place. The handles varied from simple flat sheet, with folded back edges, to pressed handles with shallow grooves for added strength. All were formed into a 'U' shape, with most soldered onto the top of the can on the diagonal. Some had the addition of a single Tinman-type rivet at each end of the handle. A few examples have been noted with the handle spot welded into position.

Most cans used the same basic pressing for both the top and bottom, but there are exceptions, with one can manufacturer using a flat sheet top with rolled edges that went over the outside of the body and then soldered all round, rather than having a crimped top edge.



The top and bottom of many 2-gallon cans were the same pressing. This one has the round diecast cap and spout characteristics of cans made during WW2. Note the keeper chain on the cap to avoid loss.



The base pressing was the same as the top on many cans. Note the squared out section on the second indentation from each end. When used as the top of the can, these areas were where the handle was soldered on.

In conjunction with the 2-Imperial gallon petrol can was the flexible pourer, designated a 'Pourers, Flexible (W.D.)' that screwed onto the filler neck in place of the cap. This was 19 ¼ inches in overall length, with a rigid brass tube of 3 inches at one end. This brass section was fitted with a knurled fitting

Australian Fuel Can History - cont'd

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that screwed onto the filler neck of the 2-Imperial gallon can. It also incorporated a breather which vented through three holes. Stamped into the top face of the breather were the words 'Keep Vent On Top When Pouring'. The 16 ¼ inch long flexible section was steel and constructed in similar fashion to the flexible pourer provided with the US Jerrycan.

Petrol Funnels

There were two main types of petrol funnels provided by the Australian military, but only one was part of the VOL. This was the 'Funnel, Petrol, 6-inch diameter, 9-inch spout'. It was part of the VOL of every vehicle, including US Military pattern types and was to be provided by the manufacturer or vehicle assembler as initial equipment. The funnel was manufactured from tinsplate and painted. Both Khaki Green Number 3 and desert sand coloured funnels have been observed. The funnel was fitted with a fine brass gauze strainer soldered into the base of the cone, and the top had a non-splash lip which reduced the opening to 4-1/2 inches. A small wire ring was fixed to the top edge of the main funnel cone. There were a variety of manufacturers, with the example illustrated being made by Fitzgerald and Sons, a small sheet metal fabrication company located in Melbourne, Victoria. The name Fitzgerald and Sons was stamped on the face of the main funnel body, together with the Department of Defence symbol 'D/|D'.



The 2-gallon can had its own dedicated flexible pourer that screwed over the spout. It was equipped with a breather and filter strainer, and could be bent into an arc to assist with refuelling.



The 6 inch funnel with the 9 inch spout was standard equipment on all Australian military vehicles, and was listed as part of the Vehicle Outfit List (VOL) in the Mechanical Vehicle Field Specification (MVFS)

The second funnel was a much larger, square section funnel known as the War Department Pattern. It was of British design, made of tinsplate, had a removable gauze strainer, and was quite large and cumbersome. Curiously, this type is still in service today!

The 4-Imperial Gallon Cylindrical Container and Flexible Pourer

The 'Containers, 4-Gallon, Cylindrical' used for fuel was 10 ½ -inches in diameter and stood 14 ¼ inches tall. Unlike the 2-gallon cans, the 4-gallon drums were made exclusively from 24-gauge Terneplate. They had pressed metal ends that were rolled onto the body of the drum, and end-closed (rolled crimp) in such a fashion that they sealed against leakage. The body of the drum had two raised strengthening ribs around the circumference, one each 2 ¾ inches from the top and bottom edges. The main seam of the body was lock-seamed by machine. The bottom included the makers name, place and date of manufacture, and may also gauge of the metal. The top was more complicated, with the words 'Dangerous for Drinking Water' pressed into the top in ½ inch high letters. The top also had a small wire handle and incorporated a threaded opening for the round diecast cap. Although there were a number of manufacturers, the size, positioning and type of information pressed into the ends appears to be the same.

Australian Fuel Can History - cont'd

Drum colour appears to have been mainly Khaki Green No.3, though one can in the authors collection shows traces of a sand colour. The markings on the drums was reasonably uniform. The letters 'D/|D MOTOR SPIRIT' in black is shown in some photographs, while other examples have 'M.T. PETROL' stencilled in either 2-inch high white letters or 2 1/8 inch high yellow letters.



Fuel could be poured from the drum using a 'Pourers Flexible (Aust)'. This was a diecast spout that incorporated an air bleed hole, that screwed into the top of the drum in place of the cap. The diecast spout also included the manufacturer's name and the Defence Department symbol. Attached to the spout was either a 12-inch long rubber hose or, for Machine Gun Carriers, a 2 feet 6 inch hose. The hose was wound externally with a wire that provided rigidity but also allowed the hose to be bent to shape.

The 'Cans 4-gallon Cylindrical' was the predecessor of the jerrycan in Australian service. For the latter part of the Second World war, both were in widespread use, but the more convenient and rugged jerrycan became the fuel container for the post-war Defence Force.

Neither the 4-gallon drum or the flexible pourer were standard issue items with vehicles, but supplied to Units as required. Many Australian vehicles carried these items on a regular basis, particularly before the US manufactured jerrycan became common.

Neither the rectangular 2-gallon or the 4-gallon cylindrical containers saw great service in the post-Second World War period. The 4 gallon drum in particular appears to have been largely superseded by the jerrycan before the conclusion of the war. The 2-gallon can persisted for some time in the post-war period as they were part of the Vehicle Outfit List of many vehicles. Even then, it would appear that they were not used much, with the majority of troops transporting their additional fuel supplies in the much more convenient 5 gallon jerrycans.



The top of the 4 gallon can was a pressing that incorporated the words 'Dangerous for Drinking Water' and the Defence Department broad arrow symbol. The deep flange around the top, and slightly smaller flange around the base made it possible to stack the 4 gallon cans on top of each other.



The 4 gallon can had a flexible pourer, with a diecast spout. This incorporated the maker's name, location and the Defence Department symbol. A breather hole was also included in the casting, and a fuel-proof fibre washer ensured a good seal with the top of the can.

The Corowa 'Year of' series of DVDs

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2002 - Year of the Blitz

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

2003 - Year of the Studebaker

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

2005 - Year of the Carrier

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

2006 - Year of the Armoured Car

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

2007 - Year of the Cycle and Staff Car

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

2008 - Year of the Tracked Vehicle

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

2009 - Year of the Amphibian and Blitz 2.

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

2010 - Year of the Jeep

This was always going to be a large event. 179 Jeeps making up more than half of the total of a massive 266 vehicles this year. The featured vehicle is the very rare 1940 Willys MA. At the other end of the scale is a Mutt, repaired 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. There's also an interview with Richard Farrant from the UK, introducing him to a wider Australian audience. Also plenty of action footage around the riverside tracks, mishaps as well as pure enjoyment of being part of the largest event of its kind in the Southern Hemisphere. Just about every vehicle attending is seen in the parade and assembly at the Corowa airport.

Latest DVD released :**2012 - Year of the 6X6**

The Corowa "Year of the 6x6" 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 and talk to KVE President Rick Cove and organiser Jan Thompson. A highlight is excerpts of the talk given by John Belfield about his decades of rescuing and restoring military vehicles.

Also available:

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

About Image Control

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

Looking forward to 2015

Corowa RSL Sub-Branch Draft Proposal Gallipoli Landing 100th Anniversary 2015

The Corowa RSL have come up with a draft proposal to commemorate the campaign, as a number of names on the local war memorial are of those that lost their lives at Gallipoli.

Their plan is to recreate a trench using old photos and advice from a man who is native to Gallipoli and being a professional tour guide, has intimate knowledge of the trenches. It would be constructed to OH&S standards and will be accessible to the public and made so that it will allow easy passage along its entire length. It would incorporate an underground Control Point furnished to how it would have looked with replica artefacts but made to look genuine. Actors will be used to recreate the feel of the Control Point. The trench will also be furnished to appear as it would have been during the campaign in 1915, with the help of re-enactment groups. These groups being well versed in the history, would be able to explain to the public about what was happening, how the trenches were used and the conditions the troops had to endure.

The plan is to have two "live fire" re-enactments during the day where the public will be barred from the trench system and its immediate area. The live firing will be by gas operated replica machine guns, mortars and artillery and the re-enactors creating the image with an "over the top" charge.

These are purely draft plans so far and discussions will be on going. The RSL have approached KVE to incorporate this event with the 2015 Corowa Swim-In & Military Vehicle Gathering. Discussion will take place with KVE and re-enactment groups and more information on this will be passed on, once more details are known.

Directory of Australian based Military Vehicle Groups

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Khaki Vehicle Enthusiasts Incorporated (KVE Inc.)

Mailing Address: 9/1 Millett Road, Mosman, NSW 2088 Contact : Jan Thompson Phone No: Mob. 0412 078 096
 Email: kveinc@optusnet.com.au Website: <http://corowaswim-in.org>

Organisers of the Annual Corowa Swim-In & Military Vehicle Gathering

Australian Ex-Military Vehicle Collectors Society (AMVCS)

Mailing Address: P.O Box 221 Gladesville NSW 2111 Contact : Ken Whyte Phone No: Mob. 0418 260 013
 Email: jeepmad16@optusnet.com.au Website: http://au.groups.yahoo.com/group/amvcs_nsw/

Dates of Meetings: 2nd Wednesday of the month Locations of Meetings: Ashfield RSL at 8pm
 For collectors and enthusiasts of ex-military vehicles

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

Mailing Address: 26 The Ramble, Booragoon, WA 6154

Contact : Secretary Jack McRoberts Phone No: 08 9330 9752 Email: jama46@optusnet.com.au

Dates of Meetings: 3rd Tuesday of the month

Locations of Meetings: VCC Clubrooms, Cnr Hale Road/Tonkin Hwy, WATTLE GROVE, WA at 8pm

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: Darren Witty Tel: 0412 071 422 Email: Secretary@mjcqinc.com

Dates of Meetings: 2nd Wednesday of the month

At Rocklea Showgrounds, Ipswich Rd, Rocklea, Brisbane, Qld. Website: www.mjcqinc.com

Dedicated to the preservation of the WW2 Jeep and other military vehicles.

Australian Military Equipment Collectors Limited. (AMEC Limited)

Address: Secretary, Australian Military Equipment Collectors Ltd, 13 Knox Close, Carwoola, NSW 2620

Contact person: Mark Sierant Phone No: 0419 259 069 Email: sierant@tpg.com.au

Dates of Meetings: As required Locations of Meetings: As Required

Website: <http://groups.yahoo.com/group/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: 42ausjeep@hotmail.com

Dates of Meetings: 1st Tuesday of each month Locations of Meetings: Rats of Tobruk Hall, Albert Park.

Website: www.vmvc.org.au

"A military vehicle collectors club"

WW2 Jeeps NSW

Mailing Address: please email first.

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)

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 SA Inc. (MVPSSA)

Mailing Address: PO Box 174, Salisbury, SA 5108

Contact: Trevor Brown Mobile No. 0418 829 320 Email: trevload@bigpond.com

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

Location of meetings: Sturton Road, Edinburgh Parks, SA 5111

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

The Military Vehicle Preservation Society SA Inc., and National Military Vehicle Museum. Our Society has been in service for 37 years, and our Museum celebrates 20 years in August 2013.

**We owe our thanks to
Corowa Shire Council
for supporting this event under their
Tourism Event Grant Program**



**KVE Inc
Khaki Vehicle Enthusiasts Incorporated**

Entry forms can be sent to the
following address:

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

Phone: 0423 943 010

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>

**Submissions for this newsletter can be emailed
to:**

kveinc@optusnet.com.au

See you at Corowa in 2014.



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

MEMBERSHIP APPLICATION FORM

Reg. No. INC9884485

(incorporated under the Associations Incorporation Act 1984)

FULL NAME OF APPLICANT

RESIDENTIAL ADDRESS

MAILING ADDRESS

(if different from residential address)

TOWN/CITY STATE POSTCODE

CONTACT TELEPHONE NO (H) (W)

MOBILE EMAIL

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

(occupation)

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

KVE Membership Fee \$ 30 per year

Family Membership Fee \$45 per year

Amount Paid

Signature of applicant

Date

Nominated by

Seconded by

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

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

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

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

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

Please ensure your name is on the Bank Deposit/Transfer form so we can easily distinguish who has deposited money and post or email your Membership Form

Privacy: The information you have provided may be made available to Club members from time to time. Please indicate if you do not wish your details to be disclosed.

Rick Cove
PRESIDENT

Jan Thompson
SECRETARY

Neville Smith
VICE PRESIDENT

35th Annual Corowa Swim-In & Military Vehicle Gathering

Monday 10th March to Sunday 16th March 2014

“Year of the WWI Vehicle”

& “Year of the Ford”

Held annually at Corowa, NSW

All ex-military vehicles and enthusiasts are invited to attend



ENTRY FORM

Entrant/Driver Name.....

Address.....

Participants Names.....

.....

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

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

Email:.....

Expected day of arrival:.....

Member of the following clubs:.....

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

Registration/Permit No.....

DECLARATION

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

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

ENTRY FORMS TO ARRIVE BY 28th FEBRUARY 2014

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

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

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