**35th Annual Corowa Swim-In and Military Vehicle Gathering**

We are now half way between the 30th and 40th events. I have attended 33 previous gatherings and I remember the days when it was a very casual gathering of people and a small number of vehicles. The trips from southern Victoria in the early 1980s were such a long drive particularly with very few bypasses at that stage in my father’s Ford Blitz Ambulance. This year we managed to have 206 vehicle entries by Saturday 15th March. In the early days the event was organised particularly for people with amphibious jeeps (GPAs) and there have been some years when we were lucky to have one or two Amphibious Vehicles. It was great to see 8 GPAs and a Stalwart. All vehicles were able to go into the Murray River. My role as Secretary and Public Relations Officer is a very interesting and time consuming. Khaki Vehicle Enthusiasts Incorporated was formed in 2006 and over more recent years we have gained new members who assist with the organising of the event. One thing which I have enjoyed doing is talking to the media about our event. There is so much to say and sometimes there is not enough time during an interview to tell people what a huge and great event this is.

Pre-registration is very important even for people not bringing vehicles as this gives us an indication of the number of promotional items we need to purchase. We received a grant from the Corowa Shire and this went towards the promotional items. We did have a problem with our supplier who previously had been great so we had extra last minute expenses and are still to receive our refund. He will not be getting our business in the future. We were very close to 300 pre-registered participants so we didn’t’t have current caps or plaques to sell this year. When people have preregistered it is important that they come to the Site Office upon arrival and collect their participant packs. These are filled with goodies and information which will be used throughout the week including vouchers to local businesses. I remember using the voucher s for the Corowa Chocolate Factory, Newmarket Hotel, Hotel Australia and a few others. Next year some of the wineries will be contributing again.

We had conversations with representatives from the Corowa RSL and RSL Sub Branch while in town in 2013 and it was suggested we apply to the RSL for a Grant to go towards Road Closure for our parade. I had a conversation in July with an RSL representative one day, submitted a letter the next day and the day after we were notified we had successfully received a grant which well and truly covered our parade. Scott Rough and Harvey Black organised the Traffic Management Plan and we have to thank the Corowa Shire for being so accommodating. We have identified areas which need improvement and this is under control.

Richard Farrant came out from the UK once again for his 8th Corowa event. As well as a Committee Member he has taken on the role of Newsletter Editor and over the past couple of years has put together a number of informative newsletters. He must spend close to 10 hours each week working on the next Corowa event. In 2012 we started producing a Special Edition newsletter for the participant packs which provides pre-registered participants with all the current information on the program, interesting stories including restoration, upcoming events and many other items.

Troy, Richard and I headed off on Saturday 8th March and arrived in Corowa prior to a 3pm meeting with the Show Society and Showground Trust. Jan McKenna was running the Swap Meet this year and she was able to show us all the bookings she had received plus make sure she had put people’s sites in the positions they had requested. A 6 x 6 metre site undercover was $20 per day while a 6 X 6 metre site outdoors was $10 per day. Those with larger sites were informed that their charges would be according to the space they had which was a very fair way of charging. The Showgrounds were open from Thursday to Sunday for Swap Meet sites and camping only for site holders. Upon our arrival at Ball Park Caravan Park there were already a number of the regular entrants set up and a few people last year realised that arriving on the Saturday was a sensible thing to do. It allowed more time for socialising and visiting the local wineries.

On Saturday evening the Wangaratta Rodders held another Rod Run through Sanger Street. Not as many Rodders as 2 years ago but some very admirable and well restored vehicles. There was a band playing at the Royal Hotel and the street was closed for their Night Cruise. We recognised that the people doing the traffic management were the same as we had chosen for our parade the following Saturday.

On the Sunday we set up the Site Office which was provided by the Corowa Shire. We went and looked at the Rodders in Bangerang Park and also there were a display of tractors which had been on the 2500km Tractor Trek.

The ‘A Team’ opened the Site Office on Monday morning at 9am. Dave Argles, Brian Healey and Richard Farrant started booking participants in. Bruce McCann really wanted number 110 so had to come back on a regular basis to make sure he didn’t miss out. On Monday I had lunch at the Corowa Chocolate Factory. Dean, the manager remembered us from negotiations we had shortly after the Chocolate Factory was set up at Corowa and offered to show us the work which had been going on the building alongside the chocolate factory and café. They are planning to have an opening of the new sections in October.

Stephen Davis organised a trip to Puffing Billy. It was a 3 hour trip from Corowa so a lunch train trip was organised.

I had received a phone call a few days prior from Prime TV at Albury and they wanted to visit our event. I decided that if it was done on Tuesday this would give plenty of time for promotion and also enabled me to get a few vehicles including amphibious types down to the lagoon. A good roll up of vehicles and the reporter Samantha had a wonderful time in Manfred Henkel’s GPA. It was a very memorable occasion where she was given an opportunity to get dunked in the water after Manfred said he can get his GPA in the water the ‘Fastest’. She did give a warning ‘You do get a bit wet”. Meanwhile I received a phone call while this was happening from WIN TV and they were on their way over to Corowa so the message went around that we needed vehicles for them to see as well. During the afternoon Fletch from Classic Restos arrived at Ball Park. After having such a good time last year he was easily convinced to come down a day earlier so we could show him around. Please take a look at the following coverage:

<http://www.abc.net.au/local/photos/2014/03/13/3962770.htm>

<http://au.prime7.yahoo.com/v1/news/a/-/local/22025280/full-steam-ahead-for-historic-visit-video/>

<http://au.prime7.yahoo.com/v1/news/a/-/local/21934266/khaki-invasion-hits-corowa-video/>

A number of KVE members attended a dinner at Neville Smith’s on the Tuesday night. We had a tour of Neville’s vehicles and were able to look at his museum and then we were expected to eat a huge dinner. Thanks Neville for your generosity. Neville started his Commer TS3 engine while Fletch filmed it and it is now on Classic Restos Facebook page.

On the Wednesday the vehicles went across to Yarrawonga and Mulwala. Beth Kennedy provided the following report:

*We headed to Mulwala Public School. [each year KVE members travel to local schools to take Australian Military History to the children and adults and giving back to the Shire for the assistance they give us each year], approximately ten vehicles, Including a T-Model Ford, Mini Moke, Jeep, and an Alvis Stalwart Amphibious vehicle were venturing the 40km west of Corowa. Neville and his son were the leaders [in a Landrover, we just followed the oil spots didn't we Neville], but prior to leaving the shenanigans that went on from Scott [KVE President], Neville Smith [Committee member], and others were hilarious, just wish I could put the video in this report. The T-Model was having problems even before leaving Corowa , but eventually made it out of town. Unfortunately the T-Model over heated trying to keep up with the faster vehicles, and returned to Corowa.*

*Beautiful scenery [very green] along the road with crops, sheep, cattle and the river etc to make the journey enjoyable. Just East of Corowa were the relics of the two mini tornados that went through the area in March 2013 [we had passed through Mulwala/Yarrawonga several hours prior to the tornados hitting the area in 2013, thank goodness]. Dead trees everywhere in the Lake and in the paddocks, but there were signs that some trees were re-growing. A gateway with brick walls and nowhere to go, the new house has been rebuilt a little further down the road. Visited the Mulwala Public School and met some very excited children [including the Preschool children] who were very excited to see the older military vehicles. The Alvis Stalwart had been set up [on the passenger side of the vehicle] with stairs and a slippery dip, which proved very popular with the children. Neville was giving the children rocking rides, [children in the back of the Landrover] by rocking the vehicle side to side. The Moke had children climbing in and out of it, even Mervyn allowed the children to climb in the Jeep. Someone found the horn and from then on you couldn't hear yourself think, but everyone was having a great time. Let's hope that among those children some will remember this visit and then catch the restoration bug or even take an interest in Australia's Military History. Mulwala is an interesting small town, on the NSW side of the Murray River/Lake Mulwala and the Yarrawonga Weir and has the BEST bakery for PIES. Everyone decided to sit and have lunch there whilst we were waiting for the local Museum to open [especially for our group]. Whilst we were having lunch a 'parade' of Rolls Royce went through Mulwala and the oldest was I think a 1914 model [others of our group will more than likely let me know how old it was]. Amazing to see these older vehicles still in action 100 years later.*

*The Mulwala Pioneer Museum, was very interesting, the early town and local country history included a very large collection of Lego [set up], clothing from the different eras, vehicles, a model of the local butcher from around the early 20th century. The local telephone exchange [late 1950 to 1960] in working order so you could see how it worked, a bread truck, farm equipment, and aeronautical just to name a few of the very interesting items in this Museum. Many Thanks to the lovely lady that opened the Mulwala Pioneer Museum for us. Heading over Lake Mulwala via the bridge to Yarrawonga [Victoria], Mervyn lost his 2012 cap much to his disgust, in the hopes that the cap may have landed on the bridge he took off back over the bridge on foot waited , for the traffic to clear, by then it had floated away, returned complaining that he had worn the cap with no problems all day then gets on the bridge and loses his cap. Oh well he still has the others, it wasn't his favorite he said that's why he wore that one.We returned to Corowa via the Victorian roads and arrived back at Corowa about 3pm, some very tired [me] some sunburnt but everyone happy. Thanks Neville for a great day.*

Troy and I helped Fletch do some location filming. We covered the town of Corowa and the Shire, Corowa RSL then headed out to a few wineries for some wine tasting and Fletch incorporated some of the wineries into his show. After arriving back in Corowa we commenced interviewing and filming some of the participants so we were able to reduce the workload on Thursday. The show will have interviews with David Stafford and his GPA, Graham Arkle with his Stalwart, Alf Brooks and his BSA motorbike, Merv Kennedy with his SAS Jeep, Rick Cove and his WW1 Albion, Ken Gerhke and his WW1 T-model Ford, Bob Schutt with his Ford C11ADF Station Wagon.

Wednesday night we went to the Newmarket Hotel for a lovely meal. The boys from North Head lit the Searchlight and unfortunately we missed it so we made sure we were back from dinner earlier on the Thursday. Someone saw the searchlight 20km out of town and got in their car and tracked down what was going on ‘after seeing the light’.

Thursday was another busy day. Diana Alan organised a trip to Puckapunyal which left at 7:45am. Thanks to Garry Beers for the following report:

*Approximately 25 people went to Puckapunyal in civilian vehicles and a 6x6 Landover. After a 100-110km per hour trip we were at the front gate. After a look through the museum and the new annex which was not open the last time I was there. Diana organized a BBQ lunch which was good for everybody. After lunch we visited Ron fry’s farm and his Macks, Chev Blitz’s, tanks etc which was great. We arrived back at Corowa around 4pm. Thanks to Diana for organizing the day.*

I had organised for Jason from the Corowa Free Press to come down and take some photos and had lined up a session with Nick from ABC Goulburn Murray Radio. Nick wanted to go out in the Murray in a GPA and did a live coverage. Di and Richard Sanders were able to help this time and I talked about the event and they spoke about their vehicle. Meanwhile Fletch was interviewing and filming people and the amphibious activities which were going on at the lagoon. The Corowa Mayor, Fred Longmire came down and was interviewed. Those who stayed in Corowa visited the Corowa Primary School at 11am. In the afternoon a visit to Max’s Motor Museum was organised. There were oil engines, free standing V-12 Motor, cars and motors from all ages. Some local enthusiasts have their cars at the museum.

At the end of the day Keith Webb organised to film Fletch for his next DVD. Dinner at the Hotel Australia was served quickly and we managed to get back to Ball Park for the Searchlight. Bill Bates from Victoria provided a siren which had to be wound up. A number of people attempted to keep the siren going and the most memorable was Steve Dietmann who cranked it the hardest and broke the handle.

On Friday there was a trip to Howlong. Beth Kennedy provided me with the following report:

*We headed East from Corowa on the NSW side of the Murray River to visit Howlong Public School & the museum, this is the first time in many years that KVE have travelled to Howlong to allow the children to look at & touch ex-military vehicles, some vehicles being over 100yrs young.*

*The T-Model again started on this trip with approx. nine other vehicles including Scott's ex-army International S Line [& of course Army Green in colour]. No breakdowns on this trip but again Mervyn's Cap blew off, but he did get it back again & the T-Model Ford passed us.*

*We arrived at the school & met lots of excited children & once again Neville used his Landrover as a rocking machine much to the delight of the children [& some adults at the end - didn't make me fall did it Neville], children once again climbed over & thru the vehicles [except Scott's, the big meanie], blowing the horns on some & generally just having a great time. Again the hope is that some of these children will remember these vehicles as they grow older & become enthused to restore, visit places where like minded nuts oops sorry, like minded people gather to look at these vehicles & remember the men & the history of our Military past. These children & others like them are Australia's future.*

*After the school visit we headed to the town Bakery & once again Pies were on the menu [didn't try these so won't comment on the taste], tables were at a premium as there was a push bike group there as well, but we managed.*

*As we were leaving it was noticed that one of the jeeps was leaking what looked to be water. We saw the owner of the jeep [with the leak] later outside the Howlong Museum whilst waiting for the other members to return to their vehicles. We mentioned the leak & he said that the leak was easily fixed & that he wouldn't have a problem getting back to Corowa. While we were talking I noticed some pumpkins at a very reasonable price which then started the rush to purchase them [we left with three pumpkins].*

*As we had decided not go to the Museum we returned to Corowa via the Victorian roads & had a look around Rutherglen area, before returning to Corowa that afternoon.*

*Talking to others later it appears that all the members that attended the trip to Howlong had a good day out.*

*Again, Thanks Neville for organising this trip to Howlong.*

Later in the afternoon Ron and Ryan King arrived and couldn’t wait to have a ride in the Stalwart. Apparently they were supposed to meet Ron’s wife Linda for dinner but ended up saturated from the Stalwart dunking experience. In the evening Keith Webb was our guest speaker. Many thanks to the Corowa Football club for organising their facilities, across from Ball Park Caravan Park. For $20 people were able to have a 2 course meal and drinks were also available. Keith’s talk at Corowa 2014 outlined how his interest in military vehicles and aircraft shaped his career. Beginning with how he was named after an uncle who was killed on flying operations in Europe, Keith outlined how he fell in love with the romance of blitz trucks at a tender age. He spoke of how his interest in photography drove him to record the history of surviving military vehicles on his travels around Victoria and then the world, creating a unique archive. With his childhood friend Tony Wheeler he acquired and restored a Ford blitz, later buying Tony’s example when he transferred interstate. After leaving school he worked in a warehouse dealing with military vehicle parts, then after travel overseas he married and had a family, starting his own video communications company which has continued all his life. His interest in military vehicles and aircraft drew him to make several documentaries, and he told the story of his involvement with the Temora Aviation Museum, in particular the Unsung Heroes Project, interviewing more than 450 former RAAF personnel. He finished his talk with some examples of his latest air to air filming of Spitfires and Hornets. At the end of the night he told me he had received a message from Temora saying they were hoping to be able to do a flypast over Corowa as they were returning from Albury.

John Oldenmenger arrived in Corowa just in time to do a drivers briefing at the Football Club. Every year prior to our talk we aim to encourage as many people as possible to listen to the talk. This gives information of how Dutchy wants the vehicles to form up both prior to and after the parade and when people don’t attend they quite often follow the person in front. We did specify the same parade route as in 2013 as we used the same area for the vehicle line up. Drivers were advised not to turn down Orford Street and once again some people didn’t follow these directions. When one vehicle goes the wrong way they lead the other vehicles the wrong way which interrupts the formation of vehicles at the line up area. Next year we would like someone to volunteer to stand on the corner of Orford Street to stop vehicles taking the wrong turn. The other issue which continues to arise is that the vehicles must remain in the line-up until 11:30am. KVE want to provide a safe environment for all our activities and people were notified of this both in their information packs and at the driver’s briefing. This year we used Mick Downing’s Cherry picker. I must say it was easier to get into and it provided a great vantage point for a group photo. The Corowa Rotary club provided both breakfast and lunch this year. One of the people who did well was the Ice cream man. Fortunately the weather held out for the swap meet.

The Saturday parade and swap meet was very well supported. Approximately 180 vehicles drove from Bangerang Park to the Corowa Showgrounds. The parade commenced and the Temora Aviation Museum’s Spitfire VIII flown by Steve Death flew over Bangerang Park and over the town of Corowa. What a magnificent sight. (Thanks Keith for organising this.) The Traffic Management Plan worked well and we would like things to be a bit smoother in the future. At this stage the Parade in 2015 will leave from the Corowa Saleyards which is near Bindaree Motel and Caravan Park on the Sydney side of Corowa. The vehicles will drive into town and turn left and go down Sanger Street before turning right at the bottom roundabout and go along Edwards Street towards the Showgrounds. We would like to have all traffic stopped while we go down Sanger Street and around the Edwards St roundabout. Unfortunately this year there were some quite large gaps in the parade. Many thanks to David Williams for collecting a gold coin from people entering the Swap Meet. This will continue next year. A volunteer for this role would be greatly appreciated. The swap meet is always a place where people can pick up items of interest or valuable things for restoration projects. Rick Cove managed to pick up a wheel for his WW1 Albion. Where else would you get one of these. I am sure other people purchased items they didn’t think they could buy or sometimes people make contact with stall holders prior and end up organising to exchange items for money. I was impressed with the tank earrings I purchased off Fiona Shearman. She sold a number of ‘Land fill T-shirts’. Many thanks to Jan McKenna for helping KVE with the Swap Meet. She did an amazing job and it is important for people to make contact with her before setting up their site. There was one person who complained and that is because he should have been told by a participant who he has regular contact with that it would cost him more than last year. This person apparently had a few thousand dollars worth of sales on the first day he opened his site.

John Gordon shared the following with me: *Two rare jeep prototypes, on the right, a Ford GP owned by John Gordon appearing for the first time. GP is Ford code for: G – Government contract; P 80 inch wheelbase. This is the 2nd prototype made by Ford which competed with the Willys MA, shown left (owned by Bruce Brown) and the Bantam BRC 40, to win the US Quartermaster’s contact for a light reconnaissance vehicle.  Approximately 4,500 GPs were produced. The Ford GP is powered by a 119 cubic inch (1.9 litre) 4 cylinder 9N Tractor engine which produces 45 brake horsepower. It has a 3 speed non synchromesh gearbox adapted from a model A Ford car. The motor is offset to the right, the differentials and transfer case are on the left. It is notably lighter and lower in profile than a Standardised jeep. This GP has matching engine, chassis and data plate numbers. It was delivered to the Quartermasters Corps on 26 September 1941. It is finished in the markings of the US 2nd Pursuit Squadron of the AVG (American Volunteer Group AKA “The Flying Tigers”) which operated Ford GPs in Burma and Southern China from late 1941 to mid 1942. The Willys MA won the contract however, the Standardised jeep that arose included features from all three prototypes. From the Ford, the flat topped bonnet; the headlights behind the grill; and headlights that swivelled to light the engine bay. This is one of 3 extant restored GPs in Australia with another two at least under restoration.*

*This Ford GP was originally restored as a show vehicle in the USA by Ken Hake, a renowned prototype restorer. It was refinished again in Australia last year to achieve greater reliability.  John would like to acknowledge the excellent restoration undertaken by John Stapleford of*

*Queensland as well as the valuable advice and parts from Michael Brown, Darcy Miller and Richard Sanders.*

On Saturday afternoon there were vehicle activities down at the river. It was great to see so many amphibious vehicles in the water at the same time. After seeing what some people had been through on the back of the Stalwart I asked for the hatches to be closed. Even then I got a dunking as the water poured through what felt like the hatches, windscreen etc. It was fun and I must thank Graham for allowing any ‘Tom, Dick or Harry’ into the vehicle. I do remember that Keith Webb was on board so I am sure there will be some good footage in the next DVD. I was asked to go for a ride in the front seat of the Stalwart. We changed the Saturday evening activities and commenced at 8pm with presentations, a quick auction with just a few donated items and then gave people a chance to talk about events for 2015. All the participants received a Voting form and this enabled us to decide on who would receive the main awards this year. It also gave participants an opportunity to suggest a them for 2018. Awards this year went to:

1. ***Mal Mackay Memorial Award: This award will be given to an individual who appears to get the most enjoyment out of being at Corowa.*** Award went to: Colin Young Reason why: He brings so many vehicles each year to Corowa. This year he had 5 vehicles at the event.

2. ***Hard Luck award.*** Award went to:Rick Cove Reason why: Worked for 10 months to get his Ford Lynx restored for Corowa only to have axle problems with transporter after leaving home.

Rick Cove shared the following with me: The trouble I had was with the 1977 Ex-RAF Leyland which was towing the newly restored Ford Lynx Scout Car. (See photo.)The Leyland was not pulling as well as it usually did and I could not get over 75km/h. There was noise coming from the right rear axle bearing and the hub was very hot. Knowing that I had to pull up over Mt.Hotham I turned around about 45km. from home and took the whole lot home again much to Jill's surprise. (She was following me a few hours later in our modern towing the camper.)

3. ***Breakdown Award.*** Award went to Fred and Marilyn Reeves Reason why: The water pump in their Blitz broke down at Temora and they had to wait 2 days in Ganmain until it was fixed.

4. ***Longest distance driven in a military vehicle*** Award went to:Klaus Lukarsh Vehicle: Dodge Weapons Carrier Number of Kilometers driven:1000. He flew from Singapore to South Australia on 6 March with his girlfriend. He drove his Dodge which he hasn’t touched for 4 years from Mt Compass to Corowa and return.

5. ***Encouragement Award.***  Award went to: Aaron McCann Reason why: for his growing knowledge about military vehicles

6. ***Vehicle - People’s Choice For your favorite vehicle attending this year:*** Vehicle owner: Bob Schutt Type of Vehicle: Ford C11 ADF

Here is some information on the vehicle. The Ford C11ADF Station Wagon was Canadian built and supplied to British and Commonwealth forces in North Africa  
The model designation breaks down to the following:  
C = Canadian design  
1st digit = model year; 1 = 1941 model,   
2nd digit = engine type; '1' indicates the 85-hp engine,   
A = 4x2 car chassis with 114" (1941)   
D = unknown  
F = right-hand drive  
The C11ADF was fitted with 9.00-13" tyres and a "full-floating" truck-type rear axle with open propeller shaft and semi-elliptic springs (as the Ford C011DF - F8). Bob's vehicle was made up from parts of 5 vehicles and the body required extensive reconstruction. It represents a vehicle in use in the North African desert campaign.

7. ***World War One vehicle - People’s Choice: For your favorite WW1 vehicle attending this year:***

Vehicle: WW1 Model T Ford owned by Ken Gerhke

Vehicle: 1916 Albion A10 owned by Rick Cove

8. ***Ford vehicle - People’s Choice: For your favorite Ford vehicle attending this year:***

Vehicle owner: Bob Schutt Type of vehicle: Ford C11 ADF

***Other presentations:***

* Graham Arkle once again has his Stalwart at Corowa and throughout the week was give everybody a ride. The award was ‘Never have so many people been soaked by so few’.
* North Head for demonstrating the Searchlight from Wednesday night to Saturday night and allowing people to help with ‘Lighting up the night’.
* Bill Bates for bringing the air raid siren to enhance the Searchlight demonstration.
* Steve Dietmann cranked up the siren alongside the Searchlight and was given the award for ‘the loudest and longest’.
* Manfred Henkel for bringing another GPA to Australia to keep the Swim-In tradition a float.
* An appreciation award to Brian Healey for his work in keeping people up to date at the event with a Daily Dispatches newsletter.

Dennis Ratcliff from the Corowa RSL gave us an update on their plans for 2015. They want to be able to provide trench systems so people can experience what it would have been like 100 years ago. They are still working out which part of the Showgrounds and Racecourse they will be using due to some local people who are against noise. Bob Kenny spoke about the Trekkers 2015 event to Alice Springs.

Many thanks to those people who helped during the week at the site office. It was great to see both KVE and non KVE members helping out. in 2015 we would like 3 people on each shift and we will probably open all day on the Thursday and the Friday. There were one or two people who didn’t turn up for their shift so next year we will have contact details for each person. What has really impressed me is that the majority of people who helped out on the site office who were not previously KVE members ended up applying for KVE membership.

The majority of participants left on Sunday and hopefully all arrived home safely. We had our KVE AGM and General Meeting on Sunday morning and after packing up the site office had time to relax. We supported the Corowa RSL in the evening by going there for dinner.

On Monday morning as we were heading out of Ball Park to head back to Sydney, Manfred Henkel was ahead of us and fortunately just prior to exiting the Caravan Park the back two wheels of his GPA came off the back of his trailer. Manfred was concerned about starting the vehicle as he had problems with petrol leaking into the bottom of the hull. With the help of Andrew from Ball Park and two of his German staff with some passers-by, we unloaded the GPA safely and then reloaded it, making sure it was secured well this time.

You must all be aware that many hours of organising goes into this event. If I did a personal tally it would average out at least 10 hours per week. Leading up to the event it is definitely more. Having a Committee who offer to help does assist a lot and they are now used to me delegating a few tasks their way. Thank you to anyone who has helped in any way. If there is anyone out there who would be able to help during the year or at the event we would love to hear from you. I am impressed at the different skills people possess and it takes a club to put this gathering together.

**Vehicle List for Corowa 2014:**

49 Ford Jeeps 8 GPAs 3 Ford Ute 1 Ford Truck

2 WW1 T-Model Fords 1 Ford MUTT 1 Fordson WOT 2 1 Ford C11 ADF heavy utility

27 Willys Jeeps 1 Albion A10 1 1926 Dodge Model 4 1 Datsun 200B

1 Mitsubishi Jeep 6 bicycles 11 Motorcycles 15 Dodges

11 Blitz trucks 32 Landrovers 1 Dodge M882 Truck 1 Steyr- Puch

5 Studebakers 2 Austin Champs 2 Bren Gun Carriers 2 AMG MUTTs

2 Ferret Scout Cars 1 Inter tractor 1 F1 Inter 1 S-Line

1 AR160 Inter 1 Inter Fire truck 1 Inter Tipper 2 Mokes

1 Toyota Landcruiser 1 Daimler Dingo 2 Unimogs 1 VW 82E car

1 Alvis Stalwart 1 M274 Mule 1 Humvee 1 Chev Truck

1 White Scout Car 1 Chev Cinema van

206 Vehicles, I Searchlight and a generator

**The club members and Committee of KVE hope people are working on vehicles for the following themes:**

2015 – Year of the Emergency Vehicle and Year of General Motors

2016 – Year of the Tank and Year of Chrysler 2

2017 – Year of the International

2018- - Year of the Landrover

Please also remember you don’t have to bring a theme vehicle. We accept people with any military vehicle. If you don’t have a military vehicle come along and enjoy yourselves. Any participant is encouraged to pre-register. Pre-registration for the 2015 event is open and costs only $20.

We rely on you to encourage people to go on our database so feel free to send them a link to our website: [www.corowaswim-in.org](http://www.corowaswim-in.org) or give them our email. [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au)

Report written by Jan Thompson