



# KVE News

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

Edition 7

September 2010

## Corowa 2011 - Planning begun

With virtually 6 months until the next "Corowa" to go, KVE has been busy behind the scenes with all the preparation for next year going ahead in leaps and bounds.

In 2011, we are planning to visit all sorts of new and interesting locations both in Corowa itself, and in the surrounding districts.

Such locations as the Corowa Chocolate and Whisky Factory and the North Tuppal Station Woolshed will definitely be one of those trips not to be missed.

If you are currently restoring a vehicle to do with next year's theme, we wish you all the best in getting it restored and we look forward to seeing both you and your vehicle there at Corowa 2011.

- Khaki Vehicle Enthusiasts Inc.



### Inside this issue:

<i>Committee Details and Accommodation Information</i>	2
<i>President's Report</i>	3
<i>Corowa Swim-In Re-mailer</i>	4
<i>Secretary / Public Relations Report</i>	5 to 6
<i>Coming Events</i>	7 to 8
<i>Tuppal Station - Tocumwal</i>	9 to 10
<i>Corowa Chocolate and Whisky Factory</i>	11 to 12
<i>Corowa 2010 - Words of Appreciation</i>	13 to 14
<i>Austin FV1801 - Richard Coutts-Smith</i>	15 to 17
<i>War and Peace Show - 2010</i>	18 to 20
<i>Ganmain Show</i>	21
<i>Vehicles that may be seen at Corowa 2011</i>	22
<i>Col Anderson's Clearing Sale</i>	23 to 24
<i>For Sale / Wanted</i>	25 to 30
<i>Pet Accommodation Information</i>	31
<i>Corowa 2011 Event Entry Form</i>	32



# Committee Members

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### Accommodation contact details

Ball Park Caravan Park, Bridge Road Corowa 2646 Ph (02) 60 33 1426 Sonia & Andrew Palmer

Corowa Airport, Redlands Road Corowa 2646 Ph 0415 704 748 Tabitha & Tim Hughes

Accommodation in Corowa can be difficult to find unless you are camping at Ball Park Caravan Park or at Corowa Airport. If you require other accommodation please contact the Corowa Tourist Information Centre on 1800 814 054 or via email [corinfo@dragnet.com.au](mailto:corinfo@dragnet.com.au)

They will be able to assist in organising your booking.

## President's Report

### PRESIDENT'S REPORT No. 7

Welcome to this KVE Inc Newsletter No 7.

The Annual General Meeting has come and gone. The Committee was re-elected except that Scott Rough has stepped into the role of Treasurer and a big welcome to Sarah Bush who has become a much needed Committee member. Of course our thanks go to Maureen Bell for the great help she has been as Treasurer these past years. Thank you Maureen.

We, the Committee, don't stand still for long, and the planning is well underway for the 32nd Corowa. Tony Elliott has a few irons in the fire for next year and they look like being very interesting. Keith Adams is also organising a run on the Friday to Oaklands in NSW. Euan is in charge of our Art Display at the Corowa Chocolate and Whisky Factory for the week of the Corowa Swim-In. This display will be both paintings and photos of a Military interest. The Corowa Chocolate and Whisky Factory is the venue for our Meet and Great on the Thursday evening. If you have any art work or photos you would like to put on display, please let us know.

We do not envisage beating our vehicle record set this year with 'The Year of the Jeep', but there is already much interest in 'The Year of the British and European Vehicle'. We have some overseas visitors coming over to take part. As Corowa Swim-In grows we are becoming more well-known on the World stage. The list of vehicles is interesting. You will be surprised at the range of different vehicles attending. A number of people are working on projects for next year and who are very excited about the event, including some Corowa virgins. Please get your entries in as soon as possible.

One of the early and regular participants to the Corowa Swim-In, Colin Anderson is to relocate from Shepparton to Gippsland, Victoria. Colin is having a Clearing Sale on October 10<sup>th</sup> 2010. One item is his 1942 Pontiac Ute. There is also quite a lot of militaria as well. See Colin's advertisement in this issue. Colin turned 82 on the 16<sup>th</sup> August and he and Rene are moving to be closer to their family. Colin was the recipient of the Mal MacKay award at our 30<sup>th</sup> Swim-In.

Jill and I are off to Alice Springs to meet up with the Charlie Anderson, Qld to Alice trip. Henry DeWailly from France will be there. Henry was on the 'Back to the Track' trip in 1995 and we stayed with him in France last year. This is the 15<sup>th</sup> anniversary of the opening of the Road Transport Hall of Fame in Alice Springs. It was opened earlier than planned in 1995 to coincide with the arrival of the Back to the Track vehicles. This trip celebrates the end of World War II, 50 years on. There are already more than 1500 old trucks entered for the reunion in Alice.

KVE Inc has introduced a Family Membership to cover those who have more than one family member as members of KVE Inc. The membership subscription is \$30.00 a single and \$45.00 for a family. Family membership allows a vote each for the principle adults.

Please enjoy our Newsletter and thanks to Ben, it is a beauty once again.

Rick Cove  
President KVE Inc.

## Corowa Swim-In Re-mailer

### Corowa Swim-In Re-mailer

The internet and email have proved to be an invaluable resource for so many in the ex-military vehicles hobby. Many of those who attend Corowa or have an interest in the event have friendships and connections they have made via the internet. Quite often it is years after these connections are made that people finally meet in person. From the early days of the internet the connections took place, many having made international connections dating back to the mid-1980s.

However, there are few Australian members and very little Australian content. Our large distances in Australia and proportionally small population mean that of all countries, we should be making the most of anything that allows collectors to stay in touch with each other.

There are also several "forums" where the more internet active collectors "meet", however they may not suit those who don't "surf" the web or have slow connections.

Because the major Australian MV event is Corowa, there is an opportunity for a re-mailer to serve both the Corowa event and Australian ex-military vehicle collectors. We hope this free service will do that.

It is a place to meet, discuss and share your experiences and knowledge with like-minded people specifically for discussion relating to the KVE Corowa military vehicle rally.

In order to provide as much protection for subscribers against junk email as possible, the re-mailer has been made hard for search engines to find. Thus you will need to type into your browser page the following address:

<http://au.groups.yahoo.com/group/Corowa-Swim-In/>

If you are not already a free member of the Yahoo service, please email Doug at the address below for detailed instructions on how to navigate the joining process.

[dgrev@iinet.net.au](mailto:dgrev@iinet.net.au)

## Secretary / Public Relations Report

### **Secretary's / Public Relations Report**

#### **KVE preparations for the swim-in in March 2011:**

In July we had a KVE AGM and a General Meeting at Corowa. A number of KVE Inc members turned up and we are waiting on correspondence from various organisations and people so we can complete our Program of Events. We need to remind enthusiasts that each year we have a theme but you are always welcome to attend with any ex-military vehicle you own or come along in your modern vehicle to be a part of the gathering.

#### **Media coverage on 2010:**

Fortunately we received great coverage on the 2010 event. Magazines such as Jeep Action Australia, 4X4 Australia, The Pathfinder and Military Machines International had extensive reports. Classic Military Vehicles July edition has a report written by Peter McNeill. We will be hoping for some free publicity in magazines and newspapers over the next 7 months.

#### **Trackers 2010 Military Vehicle Run from Nerang to Alice Springs:**

On 5<sup>th</sup> August a number of military vehicle enthusiasts commenced their trek to Alice Springs from Nerang in Qld. This trip was organised by Charlie Anderson and the group arrived in Alice Springs on the 26 August in time for National Road Transport Hall Of Fame Reunion 2010. Australia's biggest ever truckies reunion and truck parade. Celebrating the 15th anniversary of the Museum's opening in 1995. Throughout the run I was provided with updates on breakdowns, accidents and the general great time the participants were having. There were a number of people who made their own way to Alice Springs in time for the main weekend activities. It would be great if someone is able to do a report for our next newsletter and we are looking forward to a talk on this event at Corowa in 2011.

#### **Dogs at Corowa Airport:**

I would just like to remind people that dogs are not allowed at any airport. We have investigated a local dog kennel close to the airport and suggest if you are taking your dog to Corowa you contact the kennel and organise for them to look after your dog when required (especially on the Saturday when we are at Corowa Airport for most of the day). This newsletter provides contact details.

#### **Camping at Corowa Airport:**

Tabitha at the airport would really appreciate people pre-booking their powered or non-powered sites so she knows how many people are staying. She is considering hiring more toilets and showers but she can only do this once she knows the numbers.

**Upon arrival at the Airport you must visit the Jump Shak to be allocated to your campsite. Contact Tabitha Hughes on 0415 704748.**

**At this stage the cost will be \$10 per person, per night** for a powered site and she has some beds left in the Jump Shak for the same price. There is now air conditioning in the Jump Shak. Meals will be available but you must inform Tabitha ahead of time. This year it will be **STRICTLY NO DOGS**. These rules apply at all airports.

#### **Accommodation at Ball Park Caravan Park:**

For those requiring a powered site at Ball Park Caravan Park it is advisable to contact them ASAP. Some years they have run out of powered sites.

**Contact Sonia & Andrew Palmer on (02) 60331426**

## Secretary / Public Relations Report

### **Memorial Board for enthusiasts who are no longer with us:**

Each year we lose some well known military vehicle collectors. KVE has a Memorial Board and would appreciate an A4 size article including a photo of any person who has attended Corowa so we can remember these people. This year Peter Toohey, from Coffs Harbour passed away in January, Bob Dimer from WA passed away in July and most recently Lynda Toohey was not able to get through her battle with cancer. There are probably others who are very sick and KVE would like to pass on best wishes to these people.

### **Program of Activities:**

We are still waiting on confirmation of a few events.

Thursday 17<sup>th</sup> March: The proposal at this stage will include a trip to an historic woolshed North Tuppal Station, Tocumwal during the day followed by a Meet and Greet at the Corowa Chocolate and Whisky Factory in the evening. Tony Elliott can provide more details on these activities as the event gets closer.

Friday 18<sup>th</sup> March: Keith Adam is organising a visit to Oaklands. In the evening we are looking for a guest speaker to provide us with a run down on the trip from Queensland to Alice Springs.

Saturday 19<sup>th</sup> March: Vehicles will line up at Bangerang Park from 7.30am and participate in the parade to the Corowa Airport where there will be a photo shoot and swap meet. There will be a Motorkhana again organised by Scott Rough and billy cart races organised by Euan McDonald. In the evening there will be an auction and presentations.

Sunday 20<sup>th</sup> March: KVE will have a General Meeting at 10am. In the evening there will be a meal at one of the local hotels.

### **Auction on Saturday 19<sup>th</sup> March:**

If you have any items for the auction please leave at the site office. KVE appreciates all donations which go towards the running of this event and this keeps the entry costs low for participants.

### **Themes for 2012, 2013 & 2014:**

In 2012 the theme will be Year of the 6X6.

In 2013 the theme will be Year of the Trailed Vehicle or Equipment

In 2014 the themes will be Year of the Ford and Year of WW1

For further information on the event please feel free to give me a call on 0423 943010 or send an email to [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au) To ensure you are kept up to date with details send me an email to get on the database.

### **Contributions to our KVE Newsletter**

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

Until next time,

*Jan Thompson* - Secretary

## Coming Events

### **RAAF Williamtown Airshow, NSW**

**18-19th September 2010** *If anyone wants to take their vehicle they MUST contact John Oldenmenger RAAF Base Williamtown ASAP so John can book a space for the vehicle. Ph: 0425 253 253*

Gates open at 8am and flying commences at 12 MD.

Pre-purchased tickets: Adults \$20; Children (5-15) \$5; Family \$46

At the gate on the day: Adults \$25; Children (5-15) \$5

\* Air Force F-111s, F/A-18A/B Hornets, AP-3C Orions, C-130 Hercules, the big C-17 Globemaster, Hawk 127, the new F/A-18F Super Hornet, B737 Wedgetail and the spectacular Roulettes aerobatic formation display team;

\* Navy Seahawk and Sea King helicopters, plus the famous Dancing Squirrels aerobatic helicopters and the new A109e Augusta;

\* Historic warbirds including the Neptune and World War II Mustang, Spitfire, Meteor and Catalina;

\* Civilian sports aircraft, including an appearance by the celebrated Red Bull Air Racer Matt Hall;

\* Hands-on static displays, entertainment, bands and lots more.

### **Oil Steam & Kerosene Field Days**

#### **Campbelltown Steam and Machinery Museum**

**16<sup>th</sup> & 17<sup>th</sup> October 2010**

**Club:** Campbelltown Steam and Machinery Museum

**Website:** [www.csmm.com.au](http://www.csmm.com.au)

**Email:** [csmm.info@gmail.com](mailto:csmm.info@gmail.com)

**Address:** 86.Menangle Rd., Menangle Park

The Oil Steam and Kerosene Field days are run by volunteers and are an opportunity for the public to see machinery from bygone days in operation, they include working steam and stationary oil engines, army vehicles, tractors, antique earthmoving equipment, farm machinery and much more. We have guided tours of engines, free wagon and 2 foot gauge train rides, picnic facilities, onsite hot food. This event is a great day out for the whole family.

86 Menangle Rd, Menangle Park 2563

Saturday 10-4pm Sunday 9-3pm Cost: Adults \$10.00 Children & Pensioners \$5.00 Family (4) \$25.00

### **National Jeep Jamboree Victoria 2010**

**30th September 2010 - 3rd October 2010**

**Lardner Park, Warragul, Victoria, Australia**

For any general enquiries:

[info@jeepjamboree.com.au](mailto:info@jeepjamboree.com.au)

Postal address:

National Jeep Jamboree Victoria 2010

PO Box 432

MULGRAVE VIC 3170

## Coming Events

### **Dookie Military Vehicle Rally. Dookie, Victoria Saturday 23<sup>rd</sup> and Sunday 24<sup>th</sup> October 2010**

All military vehicle enthusiasts and public are invited to the inaugural Dookie Military Vehicle Rally, to be held on Saturday 23<sup>rd</sup> and Sunday 24<sup>th</sup> of October in the Main Street of Dookie and nearby CWA gardens and adjoining parkland.

The CWA Gardens has established trees and lawn with BBQ and shelter. It would suit a swap, market area or display. The adjoining parkland is next to the CWA Gardens and is the vehicle display site and HQ area.

Dookie is a picturesque town set in the Dookie hills situated 20km east of Shepparton and 40km west of Benalla. The Dookie main street is catered by a milk bar, fuel and garage, Gladstone Hotel, Dookie Harvest Café and the Dookie Emporium, a large antiques and collectables shop. For more info on Dookie visit: <http://www.lifestyledookie.com.au/>

Low cost accommodation is available at the Dookie Show Grounds (camping) or at the Dookie Agricultural College (rooms). To book accommodation at the camping ground call the contacts below or for the College call 5833 9200 or visit their website: <http://www.dookiehospitality.com.au/> .

The event co-ordinators and contacts are:

Sol Sutherland – Dookie Emporium (open 9-5 Friday, Saturday and Sunday)  
0427 538 667 – 03 5828 6224  
[dookieemporium@bigpond.com](mailto:dookieemporium@bigpond.com)

Tony Jordan – Military History Group Inc.  
0416 067 220 - 03 9359 4687  
[grunt287@y7mail.com](mailto:grunt287@y7mail.com)

## Tuppal Station - Tocumwal

### Tuppal Station, Tocumwal

In June on the ABC's Landline program there was a story the 145 year old shearing shed which has 72 shearing stands. It clocked up more than 3 million sheep in its first 10 years and is still one of the largest and best designed sheds in Australia.

The famous woolshed, now part of North Tuppal, is an icon of the Riverina not only for its size but because it was the first shearing shed in Australia to move away from blade shearing by installing shearing machines. Original parts of the shed were built around 1864, but the large shearing board and massive yards were added in 1900 and it is still used for an annual shearing by the station owner Bruce Atkinson. The 72 stands were set up with 44 stands on one side, two groups of 14 on the other side and the wool race in between. This meant that no fleece had to be carried more than 25 metres to ensure more careful handling of the wool and enabled the boss to tell at a glance what every one in the shed was doing.

Shearers were also expected to handle the wool carefully, and shearing stands were placed 1.8 metres apart (six feet) instead of the usual 1.5 metres (5 feet). Other unique features include the walls of the shearing board were boarded right up to the shafting, so sheep had no view of the machinery or movements on the board, double catching pen doors which swung both ways, and excellent light and ventilation. With a shoot from each shearing stand, some sheep were forced to jump over the belt of the steam engine to get to holding yards.

The shed was just completed in time for the new Wolseley shearing machines to be installed, which along with its design showed a marked advance over most sheds of the time. The machines were installed personally by shearer, manufacturer and inventor, Jim Davidson, he was one of the 40 shearers who completed the first entire machine shearing of a flock with the machines at Dunlop station, Louth, in 1888. In a 1928 Sydney Mail, Mr Davidson wrote: "Tuppal was a popular shed for roll-call not just because shearing conditions were better than usual, or quarters were more comfortable, but because everything connected with the shearing seemed to go with a snap from start to finish."

He credits the clockwork running of the shed to the 1832 to 1914 owner, Franc S. Falkiner, who made Tuppal as one of the leading sheep stations in Australia. Bought in 1896 to 1914 or 15. During the drought year of 1902, it is said that Mr Falkiner was running between 150,000 and 200,000 sheep, and some 207,515 sheep were shorn which yielded 3244 bales of wool. So efficient was the organisation of the shed that after cutting out a mob of sheep it was said that the whole board could be working again in four minutes. In addition, when the shed cut out, it was not uncommon for the shearers and shed hands to be paid off within two hours of the last sheep being shorn, and for the last bale of wool to be on its way to the railhead at Tocumwal the next day. Bales of wool were carted to nearby Tocumwal by bullock and horse teams to be put on the paddle steamers to Echuca, then by rail to Melbourne.

After the railway started at Tocumwal, bales were taken by rail from Tocumwal to Melbourne.

Mr Atkinson said it was his great uncle who modified the original hand-operated wool press to be electrified in the 1930s. Two of the most staggering statistics which indicate the size of the shed is that it can house up to 5000 sheep undercover.

## Tuppal Station - Tocumwal

**On Saturday 5th June 2010** Sports Shear Australia decided to turn back the clock and re-create a piece of history. The group chose North Tuppal Station along the Murray River at Tocumwal in southern New South Wales to shear more than 5,000 sheep. It approached the station's owner Bruce Atkinson, to use his shearing shed and re-enact the classic Australian painting by Tom Roberts, *Shearing the Rams*. After more than 8,000 hours of work, the big T-shaped shed was transformed to its original 72 stands, just the way it would have been set up 110 years ago. "It's been a tremendous experience the last 12 months because Sports Shear Australia have been terrific, it's just enormous what they've achieved.

They replaced a lot of the catching pen wall, they replaced a lot of the flooring, we've got a new landing and they've shifted the wool room around so it's actually more functional than what it was before."

The Atkinson family has owned this iconic southern Riverina property for three generations. Bruce's mother Majory Atkinson, who is 87, proudly walked through the shearing shed inspecting all of the changes that had taken place in the last year. She says she's never seen so many people at the family's shearing shed. "Oh no, only five shearers would normally come and it would take a couple of weeks."

*Shearing the Rams* also means a lot to the shearing community. Current Australian Champion machine shearer Jason Wingfield says the re-enactment was something he felt compelled to join. "It's just an iconic snap of our past, which I wasn't part of. Those guys who learnt to shear with the blades and how they travelled around is an important part of our heritage."

Over 10,000 people turned up to witness the re-enactment during the weekend.

Money raised from the event helped send the National Shearing and Woolhandling teams to compete in the Golden Shears Championships in Wales during July.

## Corowa Chocolate and Whisky Factory

### **Corowa Chocolate and Whisky Factory**

OPEN 7 DAYS 9am - 4pm

Steel St, Corowa

Ph Dean 0406 059 283 or Ph Max 0418 484 698

After closing in 1970 the Corowa Flour Mill lay abandoned for almost 40 years becoming a haven for vandals and vermin. Built near the town centre in 1920, the mill was a major employer for 50 years, processing three tonnes of flour an hour by 1950. Milling stopped in 1970 and the building lay dormant until Bunge Australia bought it in the late 1980s for warehousing grain.

The mill was part of a deal the council negotiated with Bunge in 2001 for land to build a water treatment plant

Eventual owners, the Corowa Shire Council following an inspection of operations of the **Junee Licorice and Chocolate Factory** sold the land and buildings to the Directors of that Company for the sum of \$1.00. It was Council's keen desire that something be done to arrest the rapidly declining state of this iconic, magnificent, heritage building.

Since September 2009 the new Company known as **Corowa Whisky and Chocolate** has been busily restoring the brick portion of the flour mill and office built in the 1920's. The first stage is now completed with the restoration of the mill office, an area which for several months was used as a sales point for quality chocolate products manufactured in Junee.

Now the sales area has been moved into the main brick building where visitors can gaze at the 28 meter high solid brick wall above the rustic sales location surrounded by 500mm walls of solid brick construction. The two original engine rooms and the ground floor of the main mill building have too been transformed into purposeful areas and soon a coffee shop will be added.

It is hoped that later in 2010 Whisky distilling can commence with the aim to create Australia's first organic single malt whisky made from locally acquired certified organic grain.

Within the flour mill they have an organic cafe selling Coffee's and homemade lunches and cakes. A shop selling the organic chocolates and a Giant Freckle making station for the children and the adults too!!!

So just what is **Single malt whisky?** It is a whisky made from only one type of malted grain and distilled at one particular distillery. Single malts are traditionally made from barley cultivated near the distillery concerned. Most single malt whiskies are distilled using a pot still. Single malts are globally associated with Scotland though they are produced elsewhere, notably in Ireland and increasingly Japan.

Single malt goes through a similar batch production process, as outlined below. At bottling time various batches are mixed together or vatted to achieve consistent flavours from one bottling run to the next. Some variation does occur and most distilleries use different water sources in the various steps, and this becomes a crucial part of the character of the end product.

Barley, yeast and water are the only ingredients required in the production of single malt whisky.

## Corowa Chocolate and Whisky Factory

The barley used to make the whisky is "malted" by soaking the grain in water for 2-3 days and then allowing it to germinate to convert starch (which is insoluble in water and not available for fermentation by yeast) to fermentable sugars. The malt is milled into a coarse flour (*grist*), and added to hot water to extract the sugars.

The extraction is done in a large kettle called a *mash tun*. At first, the hot water dissolves the sugars and enzymes in the grist. Then the enzymes act on the starch left over from the malting stage, continuing the conversion to sugar, and producing a sugary liquid. Typically, each batch of grist is mashed three times or so to extract all the fermentable sugars.

Yeast is added to this brew in a large vessel called a *washback*. Up until this point the process has been quite similar to the production of beer.

The wash is then pumped into a copper still known as the *wash still*, and distilled. The wash is heated, boiling off the alcohol, which has a lower boiling point than water; the vapour is collected in a *condenser* which has been submerged in cool water. The lower temperatures cause the vapour to condense back into a liquid form.

This spirit, known as *low wine* has an alcohol content of about 20 to 40%. The low wines are then pumped into a second pot still, known as the *spirit still*, and distilled a second, (and sometimes a third) time. The final spirit called "new make spirit" generally has an alcohol content of 60 to 70%.

The "new-make spirit", or unaged whisky, is then placed in oak casks to mature. The whisky continues to develop and change as it spends time in the wood, and maturation periods of twenty years or more are not uncommon. Each year spent in the wood results in the evaporation of between 1 and 2% of each cask's contents, depending on the ambient conditions at which the casks are stored. Because alcohol is more volatile, the alcohol content of the remaining whisky also drops over time.

It should also be noted that for whisky, unlike wine, the maturation process does not continue in the bottle.

Distillation of whisky has been performed in Scotland and Ireland for centuries. The first written record of whisky comes from 1405 in Ireland, while the production of whisky from malted barley is first mentioned in Scotland in an entry on the 1494 Exchequer Rolls.

Single malt distilleries also exist in the US, England, Canada, The Netherlands, France, Germany, Sweden, Finland, Austria, Switzerland, Wales, Australia, New Zealand, India, Pakistan, Japan and South Africa..

**Corowa Whisky and Chocolate** hope to emulate the experts in the making of whisky and although several years will elapse before our first batch is complete we hope to offer top quality whisky made from professional distillers currently casked in various locations around the world.

## Corowa 2010 - Words of Appreciation

Corowa 2010 – Year of the Jeep  
Words of Appreciation  
received by KVE and seen on Forums

- “Another great event over, good crowd, well behaved. Congratulations to the Committee”  
Bob McNeill
- “Jean and I had a great time – great to see so many vehicles again this year” Chris Gossett
- “Thank you for arranging another outstanding event” Mitch Holland
- “Home again after a great time at Corowa. This was my fourth Corowa.....and it was great”  
Robert Pearce
- “Great event, terrific to catch up with some of my mates in SA. Thank you to the organisers for all their hard work and effort”  
Tony Cochrane
- “What a great weekend I had. Thank you to the organisers. I don't know how you do it so well with that many vehicles”  
Graeme Jamieson
- “The time there was absolutely fantastic and enjoyed very much. A big thanks to all who helped organise the event. It is something to be proud of”  
Colin Morley
- “Great week as expected. Thanks to all the organisers for their great effort” Colin Jones
- “To all those I met and spoke to at Corowa.....a huge thank you for your company and conversation. I wish we could have a 6 month event in the middle”  
Tony Elliott
- “We had a fantastic time and enjoyed meeting everyone there. We're already booked to come again next year”  
Hartley Stephens
- “I would like to thank the KVE committee for all the superhuman effort they put into making this the premier MV event in the country”  
Ian Pullen
- “.....a fantastic weekend. Max and I enjoyed ourselves very much at Corowa and for first timers were very grateful for how inviting and friendly everyone was, including your committee. Please also thank Rick on a tremendous job well done”  
Craig Brennan
- “I hope the weekend finished up well for you guys. The week certainly went well. Well done. Thanks for looking after us and our request”  
Ron Moon
- “I hope you had a good trip back from another flawlessly organised Corowa! It just keeps on getting better and better. Thanks again for a terrific event”  
Philip Hartas
- “Thanks again for everything at Corowa. It was brilliant”  
Keith Webb

## Corowa 2010 - Words of Appreciation

“Thanks to all the organisers and volunteers for another memorable year. Everybody from SA who came, had a great time and everybody who didn't go is regretting they did not make it --- always next year. Gets better each year. Thanks again”  
Douglas Draeger

“Just wanted to say a big thanks for the best Corowa event yet”  
Ben Hemmings

“Thanks to you and the team for organising a great event.....looks like we need more Jeep years”  
Bruce Watt

“Well, home after a great week away.....my first visit to Corowa. I'm still amazed at the vehicles I got to see. The effort of the KVE people is fantastic. From visitors pack to events staged, the KVE organisation was first class all the way. Well done guys”  
Richard O'Brien

“Great week as expected. I felt a bit naked not having a vehicle there. Thanks to all the organisers for their great effort”  
Colin Jones

“thanks for a terrific week”  
Christine McCann

“I enjoyed meeting lots of new faces mainly due to being rostered on at the Site Office. It was nice to see other Committee members, who are usually worked to the bone, be able to relax a little more this year because of the extra help they had in this area. I think the roster was a great idea. Thanks again to all the Committee and members for organising a great week, to the “extended” Corowa family – Caravan Park, Jump Shak, Shire, etc. for making our stay a pleasant one.  
Sarah Bush

“I had a great time at Corowa.....I'm looking forward to a return visit”  
Dave Boocock (UK)

“Let me say Thank You to you and all of the People involved in Corowa 2010, for a great week. It all went off really well.”  
Roly Davey

“We had a ball.....I have to say you blokes put on a good show ! .....We were totally amazed at how organised and efficient the parade went”  
Dave Aro (USA)

“Thanks to KVE for organising what seemed to be the best Corowa so far.....”  
Ian Fawbert

“What a great week we all had at Corowa, thank you for all your hard work to make it such a success. God willing will see you in 2011.”  
Helen and Kevin Askew

## Austin FV1801 CT 1/4ton Cargo - Richard Coutts -Smith

Post War Britain saw some of the most interesting vehicles designed for the standardised range of unarmoured combat vehicles. While many were prototyped, only three went into full production: Austin Champ, Humber One Ton, and the Leyland Martian. Short production runs of the complicated designs needed to satisfy the wide ranging criteria led to massive cost overruns, with the roles eventually being filled by slightly modified, simpler and considerably cheaper civilian vehicles.

The FV1801 was designed as a combat ready, four wheel drive 1/4 ton with deep fording capability.

Unfortunately it was pushed into production before all the problems had been sorted out, eventually leaving some 300 modification points needing attention. This initial poor reputation, particularly the infamous rear diff issues, has dogged the vehicle ever since.

### Points of Interest:

Powered by the smallest of the Rolls Royce "B" Series, the four cylinder 2.8 li. Petrol B40, made under license by Austin themselves.

Gearbox is a straight 5 speed (no reverse as such), 1<sup>st</sup> being extra low for off-road use only.

Single speed transfer case built into the rear diff. housing (from which drive for the front axle is taken) used to change direction, thus giving 5 forward, or 5 reverse gears.

Unprepared fording, 2ft. 6in., Prepared fording 6ft. 6in

Independent torsion bar suspension all round.

24volt electrics, 2 speed generator if Fitted For Wireless

Although designed for an almost rear mounted 1 ton PTO winch, none were ever fitted.

In 1954 the Australian Army ordered 400 vehicles.

Quite a few were brought into Australia as a private venture after being sold off from the British Army.

A civilian version powered by the Austin A90 was also produced and it was this vehicle that was named the "Champ". The FV1801 unofficially took the same name from then on.

As all right thinking people know, the Champ was plagued with enough problems to make them an unwanted laughing stock. I came across one or two sorry examples while chasing Blitz parts, saw a neat one for sale at Corwa in about '96, and the following year a desert coloured one chugged past, again at Corowa. None of them held more than curiosity value for me, certainly I had no premonition that ten years later I would be driving the desert coloured one to a Swim In myself.

With the Blitz nearly finished I was looking for the next project, and had fallen for the Humber One Ton in a big way. This was a little unrealistic: quite rare, and still no room for three children. We often had use of a Jeep courtesy of one the local Jeep guys (Thanks Barrie!), and all the girls were now demanding participation in every event and wondering when we would have our own. A trip to John Belfields Tank Museum sale saw my last hopes for a Humber disappear as it went over my limit almost immediately. Also on the blocks was a sorry example of a Champ, surprisingly it went for about the same as a complete runner that had I had seen on the web. In a moment of weakness I came home and bought it. Well it was heaps cheaper than a Jeep, and had enough seats....

It was quite a learning curve, lifting the bonnet was scary, the shielding and waterproofing left little of the engine to recognise, brakes and fuel system needed some work, water jacket covers corroded out and what a relief getting the electrics to charge.

So nice to have my own vehicle at the next Corowa event, and to top it off, meet the previous owner that I had seen years earlier. Peter was surprised to see the Champ as he thought it was going overseas when he sold it, it had changed hands a couple of times since then and it is still a bit of a mystery as to where it has been in the intervening years.

I had heard about "Champ Camp" and did a day run to the 2007 event as it was only 90 minutes away. Brilliant, 15 Champs, great welcome terrific people. The following years have seen awesome Champ Camps at Tumburumba, Heyfield and Halls Gap with next years planned for Tasmania.

## Austin FV1801 CT 1/4ton Cargo - Richard Coutts -Smith

### What's to like about the Champ?

Superb ride, they were designed to be a stable machine gun platform on rough ground after all.

Roomier than a jeep, and a little warmer.

Fun to show off the reverse gear changes to the uninitiated.

Not just a pick and shovel, it has a built in machete sheath.

Not only are all the electrics and mechanicals designed for deep fording, there are holes in the floor so it will sink, not float, so traction is not lost. Even has a declutching fan to stop the radiator being shredded.

Heaps of torque,

While initially disliking the bullnose bonnet, I now find it and the whole chunky front end one of the more endearing features: the flat bonnet and mudguards are perfect for making smoko or lunch as well.

Parts are still available. Automatically invited to all Champ Camps.

### On the other hand.

16mpg on a good day

1700kgs, that's a 1/2 ton heavier than a jeep.

The only thing more complicated than the Champ are the Workshop Manuals (you have the user handbook, field repairs, unit repairs, base repairs)

How can something designed to be waterproof still leak oil.

As it was designed as "Unit Construction", it is often easier to remove the unit (radiator/engine/gearbox, rear diff/transfer case suspension, front diff/suspension) than to work on it insitu.

Possibly the most boring sounding MV.

Due to the muffler placement, the passenger floor and the generator panel mounted above it do get very hot in summer.

Nowhere near as stable as the same era Land Rover or Jeep. It is supposed to cope with a side angle of 45 degrees. Nope! A Landy will, and with its lower gearing is really a more capable off-roader, the Champ relies on its inherent ability to travel at speed to get through or over.

The snorkel in the stowed position will suck water from the bow wave in shallower water than you would expect, and driving around with it erect tends to lead to unexpected tree pruning.

I would prefer a green Champ to "Desert Pink", (or the Pink Champ as it has been called), but have been out voted. So the colour stays.

The holes in the floor do tend to let lots of water, mud or dust inside, even with the duckboards. All the kids are quite non-chalant about lifting feet up when driving through puddles of any size: strangely they never seem to warn their friends.....

## Austin FV1801 CT 1/4ton Cargo - Richard Coutts-Smith

But at the end of the day, the photos say it all: we have a hoot with the Champ, certainly one of my better ideas and one that we have not regretted in the slightest.

Somewhere along the line I did end up with the Humber, but that, boys and girls, is another story.

More Champ information at <http://www.austinchamp.com>

Roll on Year of the British; hope to see you there.

Richard Coutts-Smith



## 2010 - War and Peace Show

War & Peace Show 2010, Beltring, England

For those not aware, this event is billed as the World's largest military vehicle spectacular.....and that is with out doubt if you have ever seen it ! I am lucky to live only about 30 miles from the site. The event started as our local club's (IMPS) annual show. It runs for 5 days of public opening, but due to setting up, etc. a lot of people arrive much earlier and make it their holiday. I always arrive on the Sunday, making it eight days, as do most of the little group of friends in our camp.

I had entered my 1943 Bedford QL as usual, also my friend's 1943 Fordson WOT6 truck, but at the last minute, he decided not to take it. I was also hoping that one of my recent restorations would be present, a 1945 Humber Snipe staff car, but the owner had suffered an injury days previously and was not able to attend. After a gentle run up, through the country lanes, I arrived to find my old friend, Pip, had got there before me. He has a posy Freightliner tractor and low loader to carry his vehicles on. He had unloaded his CAT D7 dozer already and was waiting to erect the large army tent that we use as our HQ / Mess / Lounge. My brother, Rob arrived in his Jeep so we set too on tent erecting. Another one of our little band arrived, Dick from Dorset, with his much photographed GMC with full load of military stores on board ( as seen in Normandy last year) and a Dodge Weapons Carrier. By the time we had set up, had a chat, not having met up since last year, that was the afternoon gone.

The site was filling fast, with a large number of vehicles coming from all corners of Europe as well. A new field was opened up for this year, not having been used before, and it was massive.. According to the organiser, the whole show site is now 2.6 square kms ( a square mile). Not sure of the vehicle totals, but it was well over 3,000 at a conservative estimation. Judging by space taken up, more vehicles than ever before. There was everything from a WWI Pierce Arrow truck to currently in-service vehicles just released from the Army.

The show opens to the public from Weds to Sun, but on Tuesday, a lot of schools from around Kent, had parties visiting. They were shown displays depicting various historic events, such as Dunkirk evacuation and Battle of Britain, both from 1940. The sales area, like a swapmeet, but generally traders, was as big as normal, but not so much vehicle parts as it used to be, more uniforms, de-activated weapons, models, etc. But you had to go and look at them all in case there was something of interest. I did find some useful parts and a book I had looking for. Had one bit of luck, someone tipped me off that a book on wartime airfields was being given away, I got held up as Vera Lynn had just arrived, but managed to find the location and get one of the last books. It was one that normally sells at about \$50, all about every airfield used by US in Britain during WW2, very nice.

I met many people, some, old friends from afar and others who I had only had email contact with. Dave Mottram from Victoria arrived on Tuesday morning, driving an M series 6x6 belonging to an enthusiast whom he met last year, at this event. One of the attractions at the show is the Living History groups, their themes being numerous and sometimes obscure, but a lot of time and effort goes into them, setting up what is in effect, a film set. One impressive one was a WW2 US Army transport unit, with rows of GMC's and other vehicles, along with piles of boxes of stores, jerricans and oil drums, etc. One GMC had an engine out and crank removed, a good field workshop display, but sadly it was due to a breakdown on the way to the show. A Jeep was on its side having work done on the transmission as well.

This year we had a display by the RAF aerobatic team, the Red Arrows on one day. I think it was something like a 20 min. display. Then on Friday, the RAF flew their Spitfire and Hurricane over for a good display, followed on Saturday and Sunday by the Lancaster bomber, a truly wonderful sight and sound.

It is difficult to cover all of the show, but even having been there a week, you never see it all.....and also difficult to condense it all in to a short article, but I hope it sets the scene. Anyone wanting more information on the event should go to their website, [www.thewarandpeaceshow.com](http://www.thewarandpeaceshow.com) and check out the photo gallery as well.

Richard Farrant

## 2010 - War and Peace Show



## 2010 - War and Peace Show



## Ganmain Show

### **Ganmain Show – Saturday 21<sup>st</sup> August 2010 Report by Tony Elliott**

The Ganmain Show was again a great success & I am stoked to say the show had its biggest gate for a long long time. Over 10,000 people attended the Show. My brother came out & brought his 4 year old son and he had the time of his life. There were lots of rides for the kids (and some big kids too) & we ate lots of dagwood dogs, chips and fairy floss.

Howard Holgate, Bruce Peelgrane and myself took along our vehicles and put them on display. Quite a few people came up and asked us questions about them and had stories of their own. I did an information board to promote the Corowa event with some help from Jan and KVE.

A couple of our fellow enthusiasts made an appearance. Salesman Bob (Moseley) and his wife Ada dropped in to say Gday. As did Max and Kathy Hedges. Hopefully more of the Khaki Comrades will bring their vehicle next year. Put aside one weekend in August next year people - you won't be disappointed!!!

The weather was a little bit patchy with a couple of light rain showers through the day but otherwise good. It is the best season for farmers easily in ten years so the vibe of the show was good. It just goes to show you can run a successful event even without perfect weather.

The show has attracted some events in the last couple of years that should ensure its success for many years to come. The Sheep dog trials now go for two days and the Show dogs now go for three days. There is some talk of running the show over 2 days as well. The hay-stack construction from the sheaf hay was a big draw card as were the Clydesdales (The big horses with the fluffy feet as one local mother explained to her kids). The Sheaf tossing was a closely fought contest. The winner decided in a best of three toss shootout at the end between the remaining two contestants. The local boy defeated by a fellow who resides at Wagga. Another crowd pleaser was the timber sculptor using a chainsaw. Everyone was impressed at the dexterity employed by this fellow to create some intricate work with what could only be described as a blunt instrument. There was the other regular displays in the pavilion by the school kids, farm produce and the chook show. Did you know it is important for good roosters and chickens to have a well formed "U" shape in their back??

We sat down in the evening to some wood fired pizza's (from one of the stall's) and watched some sensational firework's. A perfect way to end another thoroughly enjoyable Ganmain Show.

## Vehicles that may be seen at Corowa 2011

British military vehicles likely to be seen at  
“Year of the British and European Military Vehicles” event at Corowa 2011

Data Sheet No.1

### FV721 CVR(W) FOX

A reconnaissance vehicle by design, it was to be the replacement for the Daimler Ferret scout car. Development started in 1965. Daimler in Coventry were given the contract to build the 15 prototypes. When full production started in 1973, it was the Royal Ordnance Factory at Leeds that were awarded the contract. The Fox was based on the transmission layout inherited from the wartime Daimler scout and armoured cars, and later Ferret. It had a rear mounted engine, in this case a detuned Jaguar XK 4.2 litre petrol engine of 195 bhp, with a fluid flywheel driving through a five speed Wilson type pre-selector gearbox into a transfer box with central differential and four shafts driving bevel boxes to the wheels, the five gears were selectable in forward and reverse. The hubs had epicyclic reductions. This was a permanent four wheel drive system. Brakes were servo assisted disc type. There was a wading screen fitted originally, allowing the vehicle to float in water and be propelled by wheels and steering, this was soon disposed of, thankfully, as it made engine removal difficult without a special rig.

The hull was built of an aluminium armour, as was also used in the CVR(T) Scorpion and family of light tracked vehicles, giving it a total battle weight of a little over 6,000 Kgs. This gave the Fox a very impressive performance for an armoured car with well over 100 kph achievable! The turret armament was a 30mm Rarden cannon and a 7.62mm general purpose machine gun. A large image intensifier night sight was fitted alongside the armament.

The Fox served in the British Army in recce role from mid-1970's to early 1990's when it was withdrawn. Many were disposed of in tenders and auctions and snapped up by vehicle collectors. Fox also served in several African and Middle Eastern armies.

A few privately owned Foxes have appeared in Australia, along with a very rare derivative, the FV722 Vixen. Only a few Vixens were built, as prototypes, the intended role being Liason. The project was scrapped before production.



## Col Anderson's Clearing Sale

### **Clearing Sale-Shepparton/Grahamvale**

Sunday October 10 - 9:30 AM

Location: 300 New Dookie Road, Shepparton

**"COLIN'S FAMILY COLLECTION"- END OF AN ERA  
VINTAGE & VETERAN MOTOR VEHICLES & TRACTORS, COLLECTIONS, MILITARIA,  
HOUSEHOLD GOODS, COLLECTABLES & ANTIQUES  
A/C- Colin Anderson & Family -300 New Dookie Road Grahamvale**

#### **Motor Vehicles/Tractors:**

1913 T69 Overland Tourer (Restored to original except hood & trim), 1941 Pontiac Ex army, utility Jeep trailer, 1950 BMB President Tractor Allis Chalmers Model 'C' Tractor), 1938 McCormick Deering Farmall F12 (Tricycle front wheels), 1938 Fordson Industrial Tractor 1937 Fordson "N" 1938 Fordson "N".

#### ***All Vehicles/Tractors up to this point have all been restored***

MF30 Diesel Tractor (Disassembled), duel wheel to suit Grey Fergy,

#### **Collections of 6 Petrol Bowers:**

Hand operated, glass view, Round & square bases. COR Benzol, Super Plume, Shell (Gallons), Plume, Epex twin bowl hand operated, Old electric 'Farm' pump.

#### **Signs/Tins-**

Approx 50 metal & enamel signs (Petrol signs & other various signs). Fuel & Oil Containers, Tins, drums & oil bottles Inc. 2 Gal Shell cans & others, drum tools Accessories & bungs, Old Fire Extinguishers, Workshop & Car Jacks, Truck hand signals

#### **Automotive Collectables:**

Inc Hubcaps for Vehicles from 1920's onwards (Many rare), Large collection of 2 & 3 carby manifolds for Holden & Zephyrs, Car badges, Instruments, Motor Vehicle Number Plates (An unbelievable collection), Old Vehicle toys, Radiators- 1914 Overland, Dorris , 1927 Ford T, Delauney Belleville, BSA, Early Headlights, sidelights, Magnetos (Approx 30, to suit a multitude of Vehicles), Spare parts to suit many Vintage & Veteran vehicles & Tractors- Allis Chalmers, Ford V8, Overland, Engine & gear box parts, Ford T coils, Set of 1915 Ford T body panels, body panels, Tractor spares, Rare Grey Fergy Finger Mower (Plated), Chaff cutter, Piston pump etc etc

## Col Anderson's Clearing Sale

### **Militaria-**

Shell cases, Signal lamps, Vickers tripod, Bren Tripod, Binoculars, torches, Leather cases, boots, clothing, US Army Jerry Cans, 2 Gal cans, Gun case, Mess forms, WWI Trench periscope bandoliers, light horse items, Ammo boxes & lots more.

### **Stationary Engines:**

Ronaldson Tippet 3 hp engine & 32v generator on transport, Moffit Virtue 3hp, Farm Pumper, Marino mist blower, JAP, Mobilco tiller, Very old Metropolitan Fire Brigade Fire reel (Needs work)

### **Spare parts & Sundries:**

Workshop tools Inc DE Grinder, EMF Pilot Arc Welder, Workshop shelving, Tyre spreader 2 tonne dawn winch, Anvil, 1000's of bolts, nuts, & screws, Sheet steel & tyres, Rotary Tiller.

### **Household:**

Crockery, Fine bone China, Glassware & Crystal, Cutlery, Hanging Victorian lamp, Fridge, Maytag Washing machine, Purple glass & antique & collectables, Pot plants Inc. Large King Orchids & Elkforn.

**Terms:** Strictly cash or cheque on day of sale. Number system, ID required.

NO GST or BUYERS PREMIUM

**Breakfast available from 8am.**

**OPEN FOR INSPECTION SATURDAY 9<sup>TH</sup> OCTOBER 1PM - 3PM.**

The Auctioneers reserve the right to run two teams of Auctioneers simultaneously.

**Directions:** 300 New Dookie Road, Shepparton (On city Edge). Vic Country Roads Map No. 33 Ref J7.

**Remarks:** 7 Years ago the Anderson Family held one of the largest 2 day sales ever conducted in the Goulburn Valley district. This auction is to dispose of The Family Collection. All goods for genuine sale.

**Further Particulars:** Barry Jones 0437 551115 Chelsea McKay 0407 211 080 [http://](http://www.kevinhicksrealestate.com.au/)

[www.kevinhicksrealestate.com.au/](http://www.kevinhicksrealestate.com.au/)

## For Sale / Wanted

### The 'Year of' series

Started in 2002, the Corowa Year Of DVD series encompasses DVDs of five of the years since then.

Together they form a unique record of the event seen through the stories of those who participate. The DVDs cover the key moments of the event including trips, the parade, swap meet, vehicle profiles and in each episode we take a look at an event or location outside the Corowa event.

The DVDs retail for \$40 each plus postage.

The individual DVDs can be ordered directly by contacting Chris at Image Control on 03 9429 3001 or [chris@imagecontrol.com.au](mailto:chris@imagecontrol.com.au)

#### 2002 Year of the Blitz

The first in the series is Year of the Blitz where a massive effort saw 34 of these classic WW2 trucks gather to set a Guinness world record for the largest gathering of privately owned CMP (or Blitz) trucks since World War 2. We take you to Canada, the home of the CMP to see a rare prototype which has somehow survived.

The year of the Blitz DVD also includes the 2004 event in a special featurette.

#### 2003 - Year of the Studebaker

The 24th annual National GPA Swim-in saw 21 US6 Studebaker 6X6 trucks attend from all over Australia. Colourful and entertaining, this documentary covers both the history of the truck and the event, with stories from owners and coverage of trips with the gathering at Corowa Airport for the Guinness World Record event. A highlight of the program is an interview with North-South road veteran Alan Smith.

#### 2005 - Year of the Carrier

This was the last of the Guinness World record attempts with a group of privately owned carriers traveling the 3.2 kilometer run from the town to the airport. The DVD also covers the history and development of carriers in Australia and features a visit to Canada to experience carrier driving in the snow. This is the first time the event has been filmed in wide-screen high-definition.

#### 2006 - Year of the Armoured Car

The 27th annual event saw a gathering of armoured vehicles of a wide variety including carriers, White Scout Cars, Daimler Dingo and Ferret and a half-track among the 123 vehicles attending. The DVD includes a trip to Precision Aerospace in Wangaratta, the Melbourne Tank Museum auction and an in-depth interview with military vehicle historian Mike Cecil.

#### 2007 - Year of the Cycle and Staff Car

This dual theme year attracted over 30 bicycles and motor cycles, with a trip to the famed Tocumwal airport where the group heard about one of the largest WW2 air bases in Australia as well as the use of the base for disposal and scrapping of aircraft after the war. We also visit the Army Transport museum at Bandiana among the interviews and profiles of vehicles.

#### 2008 - Year of the Tracked Vehicle

Over 150 ex-military vehicles attended the 29th annual swim in, and many of their stories are told in this action packed DVD.

There's the unique LP3 carrier prototype, both M3 Stuart tanks, as well as many carriers.

Ride aboard the mighty Russian T34, hear what it's like from the inside and outside. And if that's not enough action there's Ron Laycock's jet powered blitz scorching down the Corowa runway.

Special features include a visit to Ron Fry and a ride on his Commer Knocker powered M3 Stuart, and a visit to Mons to

## For Sale / Wanted

### Corowa 2009 - Year of the Amphibian and Year of the Blitz 2

**This is the seventh in the famous 'Year of' series of DVDs shot on location in Corowa at Australia's largest Military Vehicle event.**

**You'll see the vehicles in action and hear from the people who restored them. We ride in the Buffalo, Blitzes, Kübelwagen and many more.**

**Special features include stories from other places - see how a cab 12 F15 was driven out from the paddock it sat in for 25 years, how the Yass crew start a derelict Chev engine sitting on the ground... also the story of the rebuild by the film maker of a Ford Blitz for Switzerland.**

**There's almost two hours of entertainment filmed in high-quality widescreen.**

Landrover RAEME Recovery Trailer (Not to be confused with the standard army RAEME repair trailer)

This trailer was designed and built by the Australian Army to tow the standard Landrover via another Landrover. Believed to be one of only a handful built and has had a complete restoration performed on unit. Very rare unit. Would suit RAEME Workshop Landrover for displays, etc.

Contact John Brown on 0417544290 for more details. Located in VIC.

Trailer is exactly like this one held at the Bandiana Army Museum



## For Sale / Wanted

### Ford blitz parts

NOS Master cylinder complete (although 60+ year old old rubber which means you'll need a kit and clean) - \$75.00

NOS Master cylinder body only \$55.00

NOS Brake union, brass, 3-way fits rear of master cylinder \$15.00

NOS Brake union, brass, rear axle splitter \$15.00

NOS winch handbrake cable \$65.00

NOS Brake linings (no shoes, short) - rear brakes \$15.00 each

NOS rubber boot used on handbrake cables and also on the winch handbrake cable \$15.00 each, postage free in Australia.

NOS Main section of wiring loom from solenoid to where it meets the cab harness, including wiring to horn along chassis, \$55.00

NOS Handle for hub socket, genuine, \$35.00

NOS Handle for hub socket without bend, painted khaki \$20.00

NOS Set of three zinc ID plates - \$50 per set - specify which vehicle type, postage free in Australia.

- (1) Vehicle ID with a chassis number and blank space for engine number
- (2) This vehicle built by Ford Motor Company Canada, Windsor, Ontario
- (3) Publications Applying to this Vehicle for either F15, F15A or F60S

### Chev Blitz parts

NOS Throttle rods - these are usually flogged out on found vehicles - \$15.00

### Carrier parts

NOS Suspension rods - these are the rods which go through the springs, complete with washers and castellated nuts, one side still wrapped, the other weathered but servicable with a clean up.

There are 8 in a set for \$200.00, or \$35.00 each.

NOS conduit clamps, painted khaki, \$5.00 each

NOS Fan complete with bearing \$75.00.

Contact Keith Webb on 0438 132748 or [Keith.Webb@imagecontrol.com.au](mailto:Keith.Webb@imagecontrol.com.au) These parts are exclusive of postage unless otherwise stated.

**Austin Champs:** There are two rough but restorable Austin Champs nearby. Both have the motors gone but otherwise fairly complete. If you know of anyone who would be interested please give them my number 0407 229396. The owner is open to offers.

Regards,

Brett Nicholls.

## For Sale / Wanted

I have a **1945 WC-62 (6x6 Dodge Weapons Carrier)**, that I would be open to selling for the right price and home. It is in good running condition, just resprayed and just needs some tidying up. I believe it is one of only 3 or 4 in original running condition in the country. Currently parked in Windsor. Interested parties may give me a call on 0400 080595. Michael

**NOS winch cable off an International Acco.** Approx 75m still wound up with hook attached. \$200.  
Chris Hill 0417 240 522

**New 1200-R 20 18 PLY Dunlop PC50 NATO PATTERN TYRES.** \$400+ GST. Please contact Stephen Ford on 0428647436.

One complete **Clansman C42 radio** ground station ready to mount into a B vehicle eg Landrover. Also used in Ferret, Saracen, Saladin and Centurions. Includes spare power supply, Antenna tuning Unit, headsets, microphones and vehicle harness items - \$500. **Two Type D telephones and reel of D10 telephone cable** [400 yards ] \$ 150

Contact Stu Dossetor Phone 02 4421 3354

**Ford 1942, 3 tone, ex-army truck, side valve V8.** Unrestored reasonable condition. Ph 02 6778 7222.

**1939 Beer Barrel Ex-Army truck:** I was informed by the previous owner that the vehicle was used during the war to carry Army mail in Sydney. When delivered to me it was driven off a tilt tray truck under its own power, the motor started/drove, no smoke, no rattles, however a valve does stick causing the occasional backfiring. I can see a waterpump is leaking, the carb and fuel pump needs a gasket kit. Brakes have been done. It has almost no rust and the tray has been restored with Cyprus Pine boards. It was purchased to 'Hot Rod' but after looking at its condition and history I have decided not to do it, however if it is not sold I will continue with my original plans. The truck needs restoring and it will be advertised in Just Cars for \$8900.

Contact Adrian Danslow, North Nowra. Ph: 02 44218714 or 0409 133072

**Jeep Willys 1944,** Club rego- #013 in South Australia, Original, Complete, Excellent condition, Engine/ Gear box recently rebuilt, Canvas hood, doors, side curtains. combat doors, 12v system.

**Bantam Jeep Trailer (USA) 1942** Original, Excellent Condition, Complete.

Contact Rob van 08 8264 6975 - e-mail [ryswyk@chariot.net.au](mailto:ryswyk@chariot.net.au)

**Jeep Trailer,** complete, rough condition \$150 – Sam Cutajar 0418 858 006

**Bedford J5/6 traytop truck complete** (same as used by Danish army) \$500 located Coonawarra, another Bedford J5/6 engine & gearbox \$150 and 3 Radial tyres 9.00x16 50% tread \$25 each, all located Barossa - Richmond Gregory 0427 593 947

## For Sale / Wanted

**GMC 6x6 soft-top, Timken diffs & transfer, 270 engine seized, \$2,000 ono** Located in Orange, NSW - Greg O'Meley – 0410 965 342

**Army M/cycle Patrol MC2 Yamaha XT600 EB** del 10/91 compete as disposed of by Aust Army. Used in E Timor, all b/out lights working, leather saddle bags, reg in SA \$2,000 ono. – Peter Sabey 0418 806 785

**Marmon Herrington** 4WD conversion for 40-52 Ford truck 6.6-l rear axle c/w all parts. Brand new LH/RH front axle SHAFT assemblies. Brand new 6.6-l rear axle w/o hubs to suit Ford, with original parts tag 01T-4005-A. Brand new 4 speed gearbox compressor (fits Blitz) - Bob Ashby (08) 8522 6875

**Clearance of MB/GPW/GPA new fuel tanks.** Bill Leith (08) 8298 8752

**Dodge ½ ton replica:** has correct cabin and sheet metal (no rust). Built on 1949 light-truck 4x2 chassis. Mechanically complete and running. Needs finishing off. Good Dodge 250 cubic inch Q motor. New rings and seals. New timing gear. Has had valve grind. Brakes overhauled. Seat re-upholstered. Dash instrument gauges working. 12 volt. Starts easy \$3750. For further details contact Henk 03 59413733 after hours (not Thursday night).

## For Sale / Wanted

### WANTED

**Bren Gun Carrier , T16, Windsor** or similar. Also parts for.

Not necessarily Australian.

Email [dbea5071@bigpond.net.au](mailto:dbea5071@bigpond.net.au)

Contact David Beale Ph: 07 49 827 111

**Fittings for Bren Gun Carrier fuel tanks.** I need, one filler cap and one complete set of fittings for a fuel tank. i.e. Filler, fuel pick up and drain plug. If you have an old rusty tank and do not need the fittings, I would like them complete with the mounting flange soldered and riveted to the tank. I am also chasing a crank handle.

Please contact Martin Ryan on 07 40868162 or [mryan.200@bigpond.com](mailto:mryan.200@bigpond.com)

**Ford Staff Car** – Trevor Brown 0418 829 320

**7.50 X 20 sized Tyres**, bar tread pattern . Contact Brett 0407 229396

**Kaiser Wrecker 816 PTO** for front winch. Have cash or front winch to trade. Ph 0264521701 or 0408 232273

### Wanted - Information/Help

**Subject:** "infamous Bren Gun Carrier"

Hello: I'm trying to track down(pardon the Pun!) whatever happened to a Bren Gun Carrier that was bought from "Jab Jeeps" in the mid-1970's, ended up on "Sunfell" Bungonia Rd, Goulburn, NSW where the eventual Byron Bay "Love Guru" with his Wives & Children lived, running a Disposals Shop in Auburn St Goulburn("SHPunas Disposals")I'm told it was Sold at Auction & may of ended up at Puckapunyal in a Military Museum? The BGC was Spot welded, not Rivets & in a Desert Camo. At one time a Gentleman came all the way up from Sydney to visit & encountered strange long haired Hippie types dressed in Army Disposals Fatigues, driving ex-Australian Army Land Rovers. He knew the History of this particular BGC, indicating that it had appeared in a Movie with John Mellion. He also recounted interesting tales about the "Jab Jeeps" Proprietor. The then "CIB" of the NSW Police took great interest in the Sect/Commune as apparently, they weren't the onlyones dressing up as Soldiers & driving around in Military vehicles in the Goulburn area, at the time! Anyone with any info, Please lets know?

PO Box: 3058 West Kempsey NSW 2440 BIG Joe [landownunderoz@hotmail.com](mailto:landownunderoz@hotmail.com)

# Pet Accommodation

**COROWA BOARDING KENNELS  
AND CATTERY**

Lot 354 Spring Rd  
Corowa NSW 2646  
Postal: P.O. Box 440

**02 6033 5661**

Rod  
Garthwaite

**Kennel Hours**  
*Pick-up and Drop Off Times*  
Mon, Tues, Thurs & Fri  
10am - 12pm & 4pm - 5.30pm  
Wed - Closed  
Sat - 9am - 11am Closed Afternoon  
Sun - 10am - 11am & 4.30pm - 5.30pm

## Corowa Boarding Kennels and Cattery

Lot 354 Spring Road, Corowa, NSW,  
2646

P.O. Box 440

**02 6033 5661**

Rod Garthwaite



**32<sup>nd</sup> Annual GPA Swim-In and Ex-Military Vehicle Gathering**

**Monday 14<sup>th</sup> March to Sunday 20<sup>th</sup> March 2011**

**The theme for 2011 is 'Year of the British and European Vehicles'. 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 Fee is \$10 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



**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 943010  
 E-mail: [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au)



<http://corowaswim-in.org>

KVE Incorporated

Organisers of the annual GPA 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](mailto:kveinc@optusnet.com.au)

See you at Corowa in 2011.

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