**33rd Annual GPA Swim-In and Ex-Military Vehicle Gathering at Corowa, NSW, Australia**

**Monday 12th to Sunday 18th March 2012**

After floods in areas around the Murray River and in many parts of NSW, people were concerned that the 33rd Annual GPA Swim-In and Ex-Military Vehicle Gathering would be cancelled. Our event means a lot to the Corowa Shire so no matter what happened with the weather the Swim-In would still continue. We ended up having 22 theme vehicles and a total of 165 vehicles attend the event. We were informed by the Corowa Shire that they were one of the many Local Government Areas across NSW and Victoria that had been significantly affected by recent heavy rainfall and flooding. As a result they were declared as a National Disaster area. People travelling to the area had to be aware of road closures predominantly in the state of NSW. KVE received notification a few days prior that camping, the photo shoot and swap meet would not be able to proceed at the Corowa Airport. The Council had suggested Bindaree Caravan Park as an alternative for camping and they matched the price for camping. The KVE committee tried to inform people of the changes as we only had a few days up our sleeve. Unfortunately there were people who were unable to attend due to floods and there were many people who had to use alternate roads to get to Corowa.

Upon arrival in Corowa on Saturday 10th March, the weather was superb and fortunately the only rain we had started on Thursday evening and continued on Friday and had stopped early Saturday morning. Corowa managed to get less rain than some of the surrounding areas. The Wangaratta Rod and Custom Club Bi-annual Rod Run was held over the Victorian Long weekend. On the Saturday night they had a Cruise Night and Sanger St was closed off to traffic. On Sunday they had a Show and Shine at Bangerang Park. Just under 100 cars participated in the event. The event has been held at Wangaratta since 1981 but the club has been lured to the Murray River town by a support package from the Corowa Council.

KVE was fortunate to receive a Corowa Shire Tourism Grant. We submitted our application and late in December we were told we had been successful. This included the use of the Site Office at Ball Park Caravan Park, use of the Cherrypicker for our Saturday photo shoot, printing of our Daily Despatches newspaper, Corowa Shire folders and voucher books for the pre-registered participant packs, 280 caps and cups for promotional use and 500 stickers. We encouraged people to pre-register even if they weren’t bringing a vehicle so they could be part of this. Our local member Neville Smith also contacted other businesses in the Corowa Shire. Brian Healey and Richard Farrant put out a daily newspaper from Wednesday to Saturday with the assistance of Kendall Reid from the Corowa Shire. These were available from the Site Office and also were handed out to people staying in the caravan park. This was the first time we had done this type of thing and special thanks to Brian and Richard for taking on this role. The response from participants to these newspapers was encouraging. The participant packs also included a metal badge, a glossy KVE newsletter with important details on the event, a Voting Form and an Entry Form for 2013.

Corowa Shire is a rural community centrally located between Sydney and Melbourne on the Murray River in New South Wales. Covering an area of 2,407.97km2, Corowa Shire has a population of around 11,000 people. Corowa Shire includes the towns of Corowa, Howlong, and Mulwala, and the villages of Balldale, Coreen, Buraja-Lowesdale, Daysdale, Rennie, and Savernake. The Shire has a strong and diverse economy that supports a base of 650 enterprises, and a labour force of 5,768 workers. Corowa Shire is home to a wide array of small to medium sized enterprises ranging from tourism and hospitality to manufacturing and agriculture. The major industries include a piggery feedlot and abattoir, agriculture machinery sales and services, food processors, munitions factory, many freight transport companies and thriving tourism, retail and trade businesses. The region is steeped in history, playing a significant role in the 1901 Federation of Australia. The Municipality of Corowa was gazetted on 19 June 1903 and the Shire of Coreen was gazetted on the 16th of May 1906. The Shire of Coreen included the township of Mulwala and the surrounding districts of Balldale, Buraja, Coreen, Daysdale, Lowesdale, Hopefield, Rennie, Savernake and Warragoon. Corowa Shire, formed under the Local Government Act, was gazetted on the 10th of June 1955, with the amalgamation of the NSW Municipality of Corowa and the Shire of Coreen.

One of the great things about this event is that people can choose what they do during the week. We had 3 trips organised and there are some people who go on all the trips and those who may pick one or two. Sometimes participants are happy just to hang around the caravan park and take the opportunity to get to know other enthusiasts. Wheeling and dealing goes on between people throughout the week. Some great friendships have been established over the years and it is nice to see the camaraderie which goes on between people. There are people from all states and territories of Australia and this year we also had at least 4 people from New Zealand and one from the UK. A reporter from the Border Morning Mail visited on Tuesday so a group of vehicles proceeded down to the lagoon for a photo shoot. Thanks to Doug Greville for a ride on his Kettenkrad. Two of the many photos which were taken were used. It portrayed a family event with a photo of David King’s sons in his Studebaker and also Fred and Marilyn Reeves in front of Kevin Burne’s 6x6 Dodge.

On Wednesday the local members organised a visit to the Corowa South Public School. The children had a great time looking at and being in the vehicles. Many horns were tooted. Moose, the reporter from the Corowa Free Press met us at the school. The trip then went out to Balldale and after a short stop I went with David King in his Studebaker out to Neville Smith’s Owls Eye Military and Rural Museum. He has a fascinating collection of items including military vehicles and military memorabilia plus items he has collected for many years. People were encouraged to bring their own lunch and Neville also had some sausages to throw on the BBQ. Thanks to Cheryl Smith and David Williams for looking after us. David Smith fired up a Centurion tank engine and then we made our way out to Lowesdale Public School and stopped so the 12 children who attend the school could also look and sit in the vehicles. The trip then went through the Redland Hills where we were able to see the largest Piggery in the Southern Hemisphere. The final visit was to a property where there was a huge collection of tractors. That evening we went to the Corowa Golf Club. I was stunned to see so few people in the club.

On Thursday the day was spent at Finley. There was a school visit at the Finley Public School and the group were able to view a large collection of memorabilia at the Finley and District Museum and Log Cabin. The trip organiser Harvey Black provided us with this report:

*With a convoy of mostly old blokes on rough roads and hard seats, there was a need to stop at the park in Berrigan for a break at the amenities block. While not as slow as the ablution stop in Balldale the day before, we never the less lost some time off our table. As with any stop on a Corowa trip, there was apparently lots to talk about and there was some difficulty in getting everyone back in vehicles on the road once more. We had been scheduled to be at Finley Public School at 10.30, so that the pupils could be brought out to see our vehicles before they went to their morning recess. We were running some twenty minutes late, and there wasn’t time to process the individual groups that the Principal, Todd Potter, had planned, but we had a large group, formed of a number of classes that were interested in our vehicles. While directed the day before to come in via the front gate, it wasn’t exactly obvious where that was, so we went around the block and came in the gate there to get to the playground. Many children came over to look and ask numerous questions during their recess time, and our vehicles were closely investigated by a large part of the school population. My horn got so hot that it started to lose its voice before they were finished with it. All was well once it cooled down a bit. We had 4 Jeeps in various configurations (windscreen down, up, roof on, etc), a couple of Land Rovers, Mokes, etc. for the school to look at. One Jeep had a mechanical problem which was addressed in the street while the visit was happening. Leaving the school, everyone landed on the main street to find food to take as their lunch, before heading to the museum at the southern end of town. It was a bit of a surprise to realize that the main street is in fact the Newell Highway! Makes crossing the road a bit more precise than we had been used to. Then, down the Newell to the car park at the museum, where we found more military vehicles. There had been a second group who got away after we left, who had gone to the school but didn’t see us around the back. They got confused by our absence and smartly went on to the second destination to wait. The Finley Log Cabin and Historical Museum is recommended to anyone who likes some hands on aspects to their visit. The members there have been collecting their exhibits for many years, and have a marvellous range of items of interest. There is something for everyone there. As a contingent of addicted collectors, we were in heaven. Most of us don’t have a Blackstone air start monster, but these guys have three; a twin, a four cylinder and a real big one! They all got a run on the day. Everyone was intrigued by the silent starting procedure, though the hand priming of fuel and lubricant beforehand would be a bit of a pain if you were starting one on a fire pump! The great blasts of black smoke were of course almost as good as a cold beer. The TS3 out of a Commer “Knocker” was something that really got our attention with its ‘instant’ starting. No sooner had Henry touched the key than it was roaring away. The unknown veteran engine was another that created much interest. Despite much research, there has been no information come to light as to its origins. Starts well, however. There is also lots to see inside, with a large display area full of interesting local artifacts. There is a bit of everything normally seen in museums, but so many ‘extra’ bits that are a sudden surprise here. The big shed in the yard is full to overflowing with machinery, tractors, trucks and much ‘home made’ gear that shows a high degree of imagination. The outboard motor belt driven from a Villiers engine and using shearing gear parts to get the power down to water level (with home made propeller) is a real treasure. I’ll bet that it was just the quietest smoothest outboard ever. NOT. The two person (Henry and his brother) tinnie with side paddle wheels and driven by pedalling bicycle parts in the bottom of the hull would have been an adventure back in the day, so long as there was no current or wind. Good to see it here instead of confined to the scrap pile. The Log Cabin is built like a brick outhouse, and will be there forever. The lining of glued up newspapers brought back memories for many, and would be very educational for younger visitors. On the veranda the members of the museum had provided tea and coffee and cakes as well for our benefit. Finley is a small town, and the committee would only be a small one as well. What they have achieved is really impressive, and our congratulations must go to them for their creation and our thanks to them for their efforts on the occasion of our visit. Like so many historical groups they are in need of younger people in their membership so that their society will be strong in the future. We wish them the best. While there was no set arrangements for the return trip to Corowa, my suggestion was that everyone should return via Tocumwal, so that if a vehicle went missing, there would be only one road to search. Dave and I stopped for fuel in Toc, and so would have been the last ones back. We found no broken down refugees along the way, so have to assume that there were no failures.*

The weather had been really good up until the rain started on Thursday evening. Ian Williams organised a dinner at the Royal Hotel. There were people associated with various vehicle forums and other participants of the event. Approx. 50 people attended. The rain continued on Friday and approx. 18 military vehicles drove from Corowa to Wangaratta and viewed the Pentarch facility on Friday morning where they recycle and refurbish common types of Australian Defence Force ammunition packaging, A reporter and a photographer from the Wangaratta Chronicle met us at Pentarch and we organised for the 3 Queenslanders who role their motorcycles to Corowa to be involved in a photo shoot. Rick Cove’s White Scout Car also managed to get in paper. We then came back via the Boorhamen Brewery where we had a delicious lunch. It is famous for:

* *Buffalo Wheat Beer - A dark unfiltered wheat beer 4.5% alcohol*
* *Buffalo Stout - An original German style, heavy dark larger 4.5% alcohol*
* *Buffalo Lager - This is a pilsner type, full-strength beer with a typical hop bitterness 4.5% alcohol*
* *Buffalo Ginger Ale - An old time favorite, made from a traditional recipe 4.5% alcohol*
* *Buffalo Dark Ale - We use roasted malt to give this beer it’s dark ale characters 4.5% alcohol*

*The Buffalo Brewery first began in 1902 by Messrs Bryant and Sheil Brothers. The Buffalo Brewery was the fourth of the breweries built by this firm. The brewery was positioned on this site due to the crystal clear water that the spring produces. At the time the brewery was particularly popular as it was close to the booming metropolis of Wangaratta and provided freshly brewed beer which was different to that of the beer provided by other hotels in the area which relied on supplies from Melbourne. The beer from Melbourne was shaken by long train journeys and exposed to long periods of summer heat before being delivered to its destination. The brewery then lay dormant for almost 50 years before continuing operation around 15 years ago. Australia's smallest commercially registered brewery and the oldest still operating in Victoria (having commenced brewing in 1902). It was awarded the 'Best Victorian Country Pub without Gaming' in 2001/2002.*

The last place we visited was Renaissance Chocolates. The owner, Neil Funston used to spend time travelling the globe as a food engineer, buying chocolate-making equipment, that kick-started a curiosity about cacao. When he left the business, he began making chocolates at his home in Rutherglen, and demand for the handcrafted truffles and pralines soon saw Neil and his wife Robyn up until 3am in the morning, filling wholesale orders. Realising they were onto a good thing, Neil and Robyn built a chocolate factory in 2010. The Renaissance Chocolates Coverture Room and Café has slotted in perfectly to the Rutherglen wine trail, drawing on the region’s famed fortified in truffles laced with Campbell’s Muscat and Topaque, as well as local sparkling shiraz and tawny port. Neil and Robyn also look to their surrounding region to source the region’s best cream, honey and Mt Buffalo hazelnuts for their range of 24 pralines. We had approximately 60 people on the trip and it was enjoyed by both men and women. Thanks to Tony Elliott for organising this trip.

On Friday evening the Corowa Jump Shak provided a spit roast dinner and as usual it was delicious. John Oldenmenger gave a drivers briefing at Ball Park Caravan Park in the afternoon and then provided another prior to our guest speaker, John Belfield, an 80 year old military vehicle collector who owns the Melbourne Tank Museum. John served in the Australian Army from the early 1960s until the late 1980s as a recovery expert. John’s passion for collecting and restoring military vehicles began at the age of six when his mother gave him a toy tank. A ride in an army Bren gun carrier when he was nine cemented his passion for military vehicles and memorabilia. In 1993 he opened the Melbourne Tank Museum. On Sunday 23rd April 2006 there was an auction of John’s lifelong collection of vehicles including tanks, APC's, armoured cars and personnel carriers, amphibious landing craft and vehicles, jeeps, motorcycles, tank transporters, wrecker trucks, anti-tank guns, anti-aircraft guns howitzers, mortars, mobile radar unit, mobile field kitchen, searchlights, military collectables and ephemera, from World War One to Vietnam. Fortunately his son Bill is very interested and can assist John with the restorations and encourages him to attend events. Both have been involved with a number of film jobs over the past few years. Many thanks to John for providing us with such an informative talk. He only thought he had been speaking for 30 minutes but it ended up being 90 minutes. He also shared other interests he has including motor racing. Keith Webb has captured the talk and will share some of it with us in his next DVD.

As the airport was unusable for Saturday’s event, negotiations were made to use the Corowa Showground and KVE would like to thank the Corowa Pastoral, Agricultural & Horticultural Society, Inc. and everyone else involved in helping us with the relocation. Vehicles started lining up at Bangerang Park early on Saturday morning. John Oldenmenger had decided upon a formation for the photo shoot so lined the vehicles up in categories. The 6x6 vehicles were asked to enter Bangerang Park via Reisling St. It was good to see participants had taken notice of this request. Upon arrival at the Showgrounds John was disappointed to see that there were a number of cars parked where the vehicles had to go and after yelling out loudly was able to get the owners to move their vehicles. I stood near the gates to the Showground and got photos of each vehicle as they arrived. The swap meet was very successful and the Rotary club had everything in order. The response to the Sausage sizzle was great and I think they even ran out of food. Fortunately the rain prior to the day didn’t deter people from attending. All participants abided by the directions of when vehicle movement could occur and a number of us were able to go up in the cherrypicker and take photos. The venue was a great alternative and many positive comments were received from participants.

During the afternoon there were various vehicle activities around the town. No doubt there would have been a few dirty vehicles at the end of the week. One of the great sights was to see Shane Hodby’s Mack loaded with 3 Studebakers. Shane has shared this report with me on his trip to and from Corowa:

*This story starts back in 2010 in Corowa at the Swim-In, Peter Gough and I (Shane Hodby) heard that 2012 would be* *the year of the 6x6 so we both agreed that we would bring our 6x6 Studebakers down on a semi which I would beg borrow or steal as I am in the transport industry and I would drive as I have the licence EEEASY. While visiting the Army museum at Bandiana Michael Bishop and Emiel Huizer asked if I could bring their truck down, I thought long and hard about it for about 2 seconds and said why the hell not that’s easy we will just get a B double EEEASY.*

*Hey hang on a minute who’s going to organise and drive this B double, Oh I get it I am as I have the only Multi Combination licence between the 4 of us Ok if that’s how it has to be lets do it. So I obtained a price from a truck and trailer rental company and nearly died when I worked out the hire cost then the fuel at 2 kms per litre and around $1.50 per litre then add 10 cents per kilometre, so I called the boys and told them it would work out at $1200.00 each down and back IF we could put a Jeep in the back of each truck, Yep lets do it was the reply.*

*Ok just remember this is March 2010*

*January 2012 - This is where the fun begins. Nobody wants to take up the option to put a Jeep in the back of the trucks so this is not looking good as it will end up costing us about $3000.00 each (not an option in my book). So I am telling my boss about my problem so he just says straight out take my truck just put fuel in it, OK just one problem here, it is an 1987 Mack Superliner with a 48 inch sleeper so it makes it a fairly long truck, Boss says no problem its pulled a 25 metre B double before and fits in the length required by law ..YOU BEAUTY. Off I go to the rental company and order a 10 pallet A section flat top and a 40 foot drop deck B trailer to be picked up on the 13th of March DONE!!!!!*

*12th March 2012 - Wash truck, check oils, etc.*

*13th March - drive to pick up trailers. Hook up A trailer back under B trailer Beautiful drive out into the drive way and straighten it all up and HMMMMM this looks a bit long, so out with the tape measure. Oh yeah its long over length by 2.5 metres don’t worry we won’t get caught so off I go to Boonah to load the 3 trucks. Boys are waiting so 3 hours later Corowa 2012 here we come .*

*13th March, 9.30 pm, arrive at Gilgandra. No problems so far ...but as the saying goes, “tomorrow is another day”. Up at 5am and after checking oil, water, fuel, etc. on our way by 7am. ETA Corowa  1pm…. WRONG!!!!!!!!!!!!!!!!*

*Pull up at Parkes for Maccas, no signs anywhere to say that road is closed between Forbes and West Wyalong (Must be too hard to put signs up 50 kms away). So get on to the trusty UHF radio and ask the question if it is open, WELL about 10,000 people comeback with NO ITS CLOSED, OK just asked, so lets do a "U" turn with this big sucker, found an open area and all done, back to Parkes and hang a right to Canowindra, good road till we hit Canowindra. It is about now that I am beginning to think to myself why did I volunteer for this. Narrow cross road, cars, gutters, street signs. Gotta hang a left here. Hang on Pete here we go , no sounds crunching or sudden jolts, yep made that one. Can’t be any more, this is a certified B double route WRONG WRONG WRONG. I sat down and recounted the roundabouts from Parkes to Corowa  via Canowindra, Cowra, Young, Cootamundra, Wagga, Culcairn, Albury  and there were 41 of them all now with the trademark 6 rubber trailer tyre  black marks all over them… except for the one in Young. That HAD a beautiful grass and rose centre piece to it, looking at it on Sunday on the way back I think there will be some transplanting needed there OOPS.*

*So we eventually made it to Corowa at 5pm, 10hrs to do what would normally be a 4-5 hour drive, so all the boys got in and we had the trucks unloaded in 1 hour and ready to enjoy the 33rd Swim-In, which we all did.*

*Saturday, reload the trucks after the show no problem now I found a loading ramp next to the saleyards easy so unload the trailer tyres out of the Stude and onto the tyre racks except that my foot give way and CRUNCH onto the coaming rail with my eyebrow blood everywhere until Michael came to the rescue with band aids. So trucks on and ready to go on Sunday morning. Left at 6.45 via Rutherglen NOT Albury and up to Wagga Have you ever seen and over length B-double do a 360 degree lap around a roundabout well I took a right when I should have gone straight ahead. But at least I didn’t run that one over as it is a big sucker. Back thru Young, inspect damage caused by some idiot a few days prior and onto Grenfell and Forbes we made it to Narrandera Sunday night then back to Boonah by 1 pm Monday. With no dents, scratches, reported accidents or fines, but I now know that a front rego plate CANNOT be any higher than 1.3 metres from the ground thanks to officer plod from Gilgandra (I thought that when he pulled his tape out he was going to measure the length of the B double. Now that was toilet paper time but he didn’t)*

*We all had a great time at the swim in and congratulations to all the organisers on a great job WELL DONE*

*And would I do this all again Hmmm ………..NO BLOODY WAY …….. Next year it’s the ute*

On Saturday night we had our auction and presentation evening. Jennifer Bennie, who lost her husband Jim while we were at Corowa in 2011 organised a presentation to those families where more than 2 generation attended this year’s event. There were some wonderful items actioned and thanks to person who donated the 3 Silent Soldier Figurines. Many participants had donated items and some of the local businesses had also contributed. Many thanks to Beth and Merv Kennedy, who organised the auction. We had Roy Monte as our auctioneer again this year. He does a great job. Participants have a chance to nominate people for awards. There was a Voting form in all the participant packs and at midday the box was emptied. The following awards were presented:

Mal Mackay Memorial Award went to Neville Smith. He was helpful, happy and enthusiastic prior to and during the event. Neville recently joined KVE and when asked to do a particular part of the event reported back to the secretary within a few days to provide feedback after completing the task.

The Hard Luck award went to Andy McFarland who headed off from Sydney in his Chev Panel Van and the timing gear broke south of Goulburn and after many hours waiting for the NRMA they had to continue the journey in a rental car.

The Breakdown Award went to Kevin Burne from the Blue Mountains after he ran out of fuel in Sanger St, Corowa.

Longest Distance driven in a military vehicle went to Gary Schluter from WA. He would have travelled approx. 4000 kms in his 1977 109 inch Land Rover.

The Encouragement Award went to Peter Kunz Junior from Sydney, who comes every year and he now has his license. He drove a jeep and was very happy getting towed out of boggy situations and also helped a number of people with light globes.

The People’s Favourite Choice Award went to John and Bill Belfield from Victoria for the combination Kaiser and Kenworth.

We added a couple of other awards this year and the first was awarded to Bob and Paula Kenny as they had spent the longest time on the road. Since leaving South Australia they had already done 6500 since 18th January. A Special Encouragement Award went to Cameron Reed from Victoria for his Ford F60S Blitz which he managed to get on the road just prior to the event.

David King’s trip home was eventful with an impromptu 2 night stay in Wagga thanks to a load of dirty/ water logged fuel (and several other cascading issues as a result) At least he didn't need a tow.

Here is a report from Jared Archibald on why he likes attending the Swim-In:

*The* ***2012-Year Of The 6x6*** *is the ninth Corowa that have attended. The first was in* ***2004-Year Of The Dodge*** *and I haven’t missed one since. There are a number of reasons why I attend Corowa. The main one is that, being based in Darwin, there are very few other enthusiasts in my area, and Corowa gives me the chance to meet and speak with people with the same interests. I am able to put faces to names and voices that I have corresponded with via letters, emails, and by phone over the year. I always learn new things, get the opportunity to discuss the merits or otherwise of all sorts of vehicles, meet fellow owners, and even get the opportunity to drive and/or ride in vehicles that often I have only ever seen in photos. Over the years I have ridden in things such as DUKWs, GPA Jeeps, halftracks, Stuart tanks, and one memorable experience was a voyage in a Gamma Goat. Two years ago I attended with my family and although not quite as interested in the vehicles as myself, my wife and daughters will never forget running aground on a log in the Murray in a “duck”, and being rescued by the “little ducklings”. They relive the experience now and again as it was all caught on film by Keith Webb. The first time I drove a Bren Gun Carrier and a Halftrack was at Corowa. I am interested in all types of military vehicles, but armour (both wheeled and tracked) is my real passion. I have a number of different carriers (LP1, LP2, Two Pounder), a Matilda tank project, and a number of large and small softskin vehicles. Another great part of the Corowa experience is the swap meet. Every year I come home with a suitcase stuffed full of treasures that I would not have been able to find anywhere else. This has included such things as FWD headlights, a two pounder carrier transfer case, a Matilda tank commander’s spotlight, and brand new timers for limpet mines. This year I was happy to purchase a pair of D^D marked tyre levers, a small Matilda stowage bin, air controller switch for an F5 wrecker, and some brass shells.*

*See you all in 2013!*

The final day of the event was Sunday. We had a KVE General Meeting where we discussed issues over the week and started planning for the 34th Annual GPA Swim-In. That evening a number of us attended a dinner at the Royal Hotel.

We would like to thank the many businesses who provided vouchers and donated items for our auction evening. We greatly appreciated the opportunity to apply for a Council Tourism Grant which enabled us to provide preregistered participants with promotional items such as caps, coffee mugs and stickers. Over a week many people would spend over $1000 in the town and surrounding areas. We are interested in any sponsorship as this encourages people from many areas to attend. Once again we had approximately 1000 people associated with our event. As the Khaki Vehicle Enthusiasts Committee live in different states of Australia and we now have a Committee member who lives in the UK we have had to rely mainly on our contacts in town and this has usually been the Corowa Shire, Ball Park Caravan Park, The Jump Shak and the Corowa Tourist Information Centre. Fortunately we now have 3 KVE members who live in the Corowa area and they have been very helpful and enthusiastic.

Future themes:

2013 – Year of the Trailed Equipment and Year of the Armoured Vehicle

2014 – Year of the WW1 and Year of the Ford

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

2016 – Year of the Tank and Year of the Chrysler 2 (Dodge)

**Report by: Jan Thompson**

**Vehicle list:**

66 Jeeps 19 Landrovers 10 Studebakers

9 Dodges 7 Blitz 4 GMC

5 Harley Davidson WLA’s 3 Austin champs 3 Yamaha Motorcycles

3 Dodge 6x6 2 White Scout Cars 2 Unimogs

2 Chev 4x4 2 Mokes 2 Chevs

2 Indian Motorcycles 2 BSA Motorcycles 1 Zundapp Motorcycle

1 International F1 1 International tractor 1 Kettenkrad

1 BSA bicycle 1 Humvee 1 VW

1 Ford F100 1 Toyota 1 Humber

1 Fargo I Excelsior Motorcycle 1 Haflinger

1 FV436 1 M816 Kaiser Prime Mover 1 Kenworth Wrecker

1 Bedford QL 1 NM Mack 1 M3 Stuart tank

1 Inter MkV F1 Tipper 1 Malvern Star bike 1 Fordson WOT2

1 Pinzgauer **Total 165**