



KVE News

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

Edition 3

May 2009

2009 - The Largest Gathering Yet



Photo Courtesy and Copyright of Keith Webb

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Welcome to the post event newsletter. What a wonderful year Corowa 2009 turned out to be. We had the largest turnout of vehicles with 194 entered in our now world famous parade on the Saturday.

We were also treated to some milder weather this year compared to 2008 with average temperatures of 20-25 degrees all week. The Mayor of Corowa Shire made comment that it must have been the green machines in town that brought the rain with them as it was the first rain seen in the region for the whole year.

Once again we enjoyed the hospitality of Maurice Wilson on a day trip to his wonderful property and had a ball although the rain on the way out made the dirt roads quite interesting to negotiate.

All in all, the best year yet and KVE hope that you all had as good a time as we did organising and running the event. Catch you in 2010.

Corowa 2010 planning has already begun

With another successful year already passed, KVE now face the growing task of planning the next event.

2010 as you already know is Year of the Jeep.

KVE expect a mammoth entry list for the 2010 event and therefore we ask you to register extra early.

Your assistance with this would be greatly appreciated by Jan and her crew of helpers as they expect to be very busy making up the info packs that you receive on arrival.

KVE is also able to gauge a rough estimate of numbers for planning.

Forms and information on Corowa 2010 can be found on our website at www.corowaswim-in.org

- Special points of interest:
- 2010 is 31 Years of Corowa
- Entry fee to the annual event is only \$10
- Corowa is the largest gathering of ex military vehicles in Australia
- We have a growing following on various international forums
- Every year we see an increase in vehicles attending
- Entries this year = 194 vehicles



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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

They will be able to assist in organising your booking.



President's Report

It is with great pleasure that I write this third President's Report. KVE News is continuing to amaze its recipients and, with Ben as our editor, it has become a Club Newsletter to be proud of.

Please keep supplying him with News, Articles and the rest, to help Ben keep this Newsletter to the forefront.

Your Committee is on top of next year's big event, COROWA-31, "THE YEAR OF THE JEEP". This promises to be a BIG ONE with entries already coming in. Please get yours in ASAP to help lessen the load towards the end.

Our membership is increasing in numbers, we are now up to 44 members. Many hands make light work. The more members we have, the less work each has to do.

Jan is not asleep on the job either. That girl is amazing. The necessary contacts are already being made for the visit to the elderly citizens' home, the Friday trip is in the planning stage and the Saturday parade and display day in the capable hands of Dutchy are progressing well. There is not a day where something is not brought to her attention, and of course dealt with.

Jill and I are off overseas this month for the 65th Anniversary of the D-Day Landings at Normandy, followed by the War and Peace show at Beltring, Kent. We will be keeping a look out for ideas for future Corowa's. I'm sure that there are ways to present our Show that we haven't thought of. What better way to improve our Show than to imitate the successful more experienced.

Jill and I will be meeting up with the "Greece to Normandy" convoy. We are camping in the same park in Normandy. There are a few KVE members in that group. Dave and Maggie Mottram, John and Fiona Hedges and others. Dave's Chev truck suffered a broken rear spring main leaf in Greece and John's Ford was having distributor troubles. The other vehicles are not without their problems either with radiator, brake and rear axle problems as well as bits falling off on the rough potholed roads.

The AGM for KVE Inc. is in Corowa on the 26th September. Please try to get there as it is your Club.

Well, that's it for No 3. Looking forward to March 2010.

Regards to you all

President Rick.

Vice President's Report

2009 Recollections from Tim Scriven (Vice President)

My goal this year was to be there for at least 3 days, with a lot of planning, good luck and the blessing of the MV gods I managed to arrive on Tuesday and not leave till Sunday afternoon.

The site office was a great way of putting some names to faces and getting in the swing of the event.

At least this year I actually made it to Ball Park more than once, it was a much easier year vehicle wise in 2009.

A trip to Tooles warehouse was certainly an eye opener, one can only imagine what has been through the doors of this warehouse, as most of you know the Tooles disposals will be sold in the near future so if we get the opportunity next year it is quite an interesting way to spend a few hours and \$\$\$\$. [*The plan according to Bill Toole is to move operations from town to the warehouse location at Bandiana – Ed*].

The Thursday trip to Maurice Wilson's was a complete turn around from last year, instead of 40+ heat we had light rain, no dust and sideways in the Bren Carrier! The trip out on the bitumen was completed with very cautious steering, wet bitumen and steel tracks can be somewhat exciting. It was just as slippery on the clay and the Bren Carrier did manage to get quite sideways at one point. It was great to see the GPA swimming around the area where we stopped for lunch. At one point the Bren Carrier was more like a bath tub than a military vehicle, there was an inch of water in the bottom of the carrier. After the stop the Blitz gave some dramas which was to occur a few more times during the next couple of days, especially at the start of the parade. We have since replaced the ignition toggle switch and starting is no longer a drama.

The civic reception at the RSL was a new function that was really well attended and the Corowa Council has indicated that they will do this again.

Saturday morning started or rather did not with some carrier dramas, the ballast resistor had failed behind the dash, so with some assistance from Hugh Davis the dash was removed and the ballast was bypassed. Next stop McDonald's for breakfast in the Bren carrier, the poor girl at the window really was not sure of what was going on, I think that there are some photos and maybe some video of this floating around, \$33.00 for breaky was a bit hot though I thought.

The parade was a blast, the tracked vehicles followed by the blitzes and all the other vehicles must have looked incredible, the system where we now form the vehicle up in there groups at the start certainly makes for an incredible site, this is something that will be continuing in the future. The photo shoot was a great success and the number of vehicles that stayed for quite a period of time was brilliant. The swap, this year I actually got to see and spend some money at the swap, I thought that there was a fair amount of merchandise available, it was a pity that the rain storm came through when it did and everyone packed up and headed for shelter. As the storm bearing down on the site, we very hastily loaded the Bren carrier and the blitz so that we did not have to deal with a wet steel trailer and the steel tracks of the carrier, a repeat of Todd's dramas last year was something that I was not wanting to repeat.

The rain again caused some dramas for the Saturday evening meal, we were very lucky that the storm came through early and didn't bother us again. The Rotary club did a great job in some trying conditions, the auction was certainly well attended and it was quite amusing to see some members of the Bush family bidding on the same items. Tabitha donated a tandem parachute jump, so I thought that I should support this by bidding it up, I was the second and last bidder, more to report on that in a latter newsletter.

I have not mentioned the Blitz very much, Adrian my mechanic and I worked constantly for 6 weeks to get the Blitz to Corowa, a very rewarding result and the number of people that were taking pictures and asking questions was great. The trip to Maurice's place was the first run of any length since we got the vehicle going, very informative, a fair bit of smoke, lots of wheel and steering wobble and then hard to start. The smoke got less, but so to did the oil!! That's getting better though. An adjustment of the steering arm helped and we have since adjusted the steering box as well. The starting issue has also been rectified. A visit by Keith Webb a few weeks ago has given us a page of notes on small jobs that will help to make the Blitz that much better.

Going for a ride in the LVT was certainly a highlight, especially as the drive gear is basically the same as the Stuart so that was very interesting, would be nice to have a drive. It is a very impressive sight and sound to see it in action, and the way it maneuvers in the water is equally as impressive

All in all I had a ball, bring on 2010 and the Jeep, that should be a fair bit easier, the only drama that the jeep gave was that I forgot to take the canvas so when I went to put the roof up it was not there so wet seats!

Secretary / Public Relations Report

Breakdown Award:

Name: Reason why:

Longest distance driven in a military vehicle:

Name: Number of Kilometres driven:

Encouragement Award:

Name: Reason why:

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

Vehicle rally number: Type of Vehicle:

Suggestions for a Theme for 2014

Suggestions for places to visit 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 Tabitha or Tim in the Jump Shak before setting up your campsite. The Airport is located at Redlands Road Corowa. **Contact Tabitha and Tim Hughes on 0415 704 748.**

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. Last year there were a few dogs at the airport. 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 and with the increased interest for 2010 I would be getting in early.

Contact Sonia & Andrew Palmer on (02) 60331426

Themes for 2011, 2012, 2013:.

The theme for 2011 will be Year of the British and European Vehicles

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

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

Participants attending the event in 2010 will be able to make suggestions on the theme for 2014.

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 To ensure you are kept up to date with details send me an email to get on the database.

Secretary / Public Relations Report

Programme of events – updated information

Tuesday 9th March: Visit to Bandiana

Wednesday 10th March: Visit to Karinya Aged Care Apartments. The convoy will depart Ball Park at 9.45am

We have been invited back to the Aged Care Facility for morning tea and to display our vehicles.

Thursday 11th March: Trip to Maurice Wilson's property

We have been invited again to Maurice Wilson's property on the outskirts of Corowa. This would be an ideal location if the amphibious vehicles were able to do a trip down the river. The road run will depart from Corowa Airport at 10am. Feel free to pack some lunch. (Don't forget plenty of drinking water as well).

Possibility of a Civic Reception at Corowa RSL:

Further details closer to the event.

Friday 12th March: Trip to a local town

Further details closer to the event.

Friday 12th March: Talk by Bev and Lang Kidby on the 2009 Trip to Normandy at Corowa Airport

You will be informed at a later date of the time and further details.

Saturday 13th March: Parade, Swap Meet and other activities

Saturday is the main day of activities commencing with a parade departing from near Bangerang Park at 9am sharp. Marshals will be at the parade form up area from 7.30am. John Oldenmenger is in charge of the parade and is after people to help with the form up at the start and end of the parade.

With the large number of vehicles likely to be present we may need more assistance with the line up of vehicles prior to the parade. To make things easier make sure you register in at the Site Office during the week and place your vehicle number on your front windscreen or bumper bar. This is the easiest way for us to get a vehicle list together after the event. For those arriving on the Saturday morning make sure you go directly to the line up and see me for your vehicle number. If you pay your entry fee you will receive a vehicle certificate of attendance.

After the parade, follow directions for parking your vehicle so we can obtain a group photo of the vehicles. We hope to have a number of marshals assisting us with this task. If you are able to help please let me know.

The Corowa Rotary Club will be running the Swap Meet again in 2010. Please abide by their regulations and do not start selling until 9.45am, once the parade vehicles have been displayed. It will cost \$5 per site and they will have lots of food available. It is advisable to bring along some shade if you are having a stall at the Swap Meet. KVE will have a site at the Swap Meet and this will be your last opportunity to complete your Voting Forms where you can nominate people for awards and make suggestions for the Theme for 2014 and the Friday trip in 2011.

The arena will be set up again near the airport for vehicle activities.

Saturday 13th March: Auction and Presentations

This activity will commence at 7.30pm.

Sunday 14th March: Dinner at a local club or hotel.

The time and venue will be determined at a later date.

Secretary / Public Relations Report

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

This newsletter is intended to go 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 to people throughout Australia and the world about how great this event is!

Until next time,

Jan Thompson - Secretary

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

Corowa Post Event Report

30th Annual GPA Swim-in & Ex-military Vehicle Gathering

How time flies!

I can remember the first Swim-In held in March 1980 and this year we celebrated the 30th Year of this gathering. It was also the sesquicentenary (150 Years) of Corowa.

With 180 pre-registered vehicles and another 70 pre-registered participants we were out to break all records, which we achieved by good margins. We broke the record created in 2002 for Year of the Blitz when 34 were present and this year we had 43.

2009 turned out to be the largest gathering of ex-military vehicles at Corowa with a total of 194.

But it has taken many hours (to be honest I should say weeks) of work to make the event a true celebration. It was fantastic having the support from Maureen Bell and Rick Cove. There were hundreds of military vehicle enthusiasts present over the week. Those people who pre-registered received value for money with a couple of mementoes struck for the event. The calendar and badges were a real hit thanks to Andrew McIntosh and Rick Cove for organizing these items. The release in November of the first KVE Newsletter has enabled participants to receive current information.

Upon my arrival in Corowa on Saturday 7th March I found a number of participants had already settled in. By Sunday evening there were more Blitzes than Jeeps. We are fortunate to now have two sites for the event: Ball Park Caravan Park and the Corowa Airport. The Corowa Shire Council provided us with a Site Office located at Ball Park and we set up tables, notice boards etc out the front. Thanks to John Wright for collecting the boards and KVE equipment from the airport. It was good to have it all set up on Sunday. 'Meeting Boards' were set up at both locations for people to leave their contact details if they wanted to meet a particular person attending the rally. With so many people attending there are times when you walk past someone you have wanted to meet and it isn't until after the event that you find out they attended the gathering. This appeared quite successful so we will continue doing this each year.

Monday saw a large influx of vehicles and by the end of the day 60 were registered in. The Ozamphibian Platypus, based on a Suzuki Jimny arrived in town. Boyd Wyatt had only seen photos of the GPA when he designed the Platypus but also used the experience he gained from his first amphibious vehicle a Chinese copy of the Russian built GAZ, but his inspiration for building the platypus came from reading Ben Carlin's Half-Safe. I enjoyed having a ride during the week. In the evening a number of us watched Keith Webb's latest DVD 'Year of the Tracked Vehicle' over at Section 8. (It is fantastic.) Thanks to the crew at Section 8 for holding movie nights during the week.

On Tuesday Rick Cove, the President of Khaki Vehicle Enthusiasts Incorporated (KVE) and I met the Principal of the Corowa Public School, Narelle Mann to discuss the planned visit on Wednesday. We were informed that children from Corowa South Public School would also attend. I then enjoyed being chauffeured around some of the wineries and a nice lunch at Rutherglen. We spotted Tim Vibert's 1952 Mk. 5/1 Centurion tank heading for Corowa. It was brought from British Army stocks in Hong Kong in 1972 because of demands made by Vietnam involvement; never upgraded to Vietnam service level. It was fully rebuilt prior to end of service in 1977 and then kept in storage until disposal in 1990. It was purchased by Combat Vehicles Australia and unused until the Corowa outing. It had approximately five hours running since it's rebuild. It was fully kitted with all original equipment, tools, optics and radios. The clutch needed adjustment during the week as the vehicle had not been test run. On our way back to town we came across Gino Di Tella's GMC broken down on the side of the road. It was towed back into the park and suffered further problems during the week. A large number of people ventured over to Tooles Disposals and out to the Warehouse which Bill Toole had offered to open. A number of people visited the Army Museum Bandiana in the afternoon.

Wednesday commenced with a convoy of vehicles arriving at the Corowa Public School. We were made very welcome by the children and teachers. 16 vehicles lined up and the children were given information on the different types of vehicles. They were able to walk around the vehicles and some owners allowed the children to sit in the driver's seat. In the afternoon John Belfield and his son Bill arrived in the caravan park with their Kaiser Wrecker towing a Buffalo. It was an impressive site and they set up camp beside the boat ramp. It was great to see Chris Zimmerli from Switzerland with his Blitz. (See report from Chris at the end of this article.)

The weather took a turn for the worse on Thursday after looking a bit threatening on the Wednesday. We know how the town appreciated our arrival in Corowa, they also thanked us for bringing the rain. The morning commenced with the possible trip 12 kilometres down the river by the amphibians. People lined the lagoon as John Belfield entered the water with the Buffalo. Unfortunately it had a few mechanical problems and an odd leak or two. The leaks were sealed and during the day the mechanical problems were sorted out. Only the Ozamphibian did the cruise down the river to Maurice Wilson's property. A large convoy of vehicles left the Corowa airport and arrived just as the rain started falling. It was an impressive sight to see a carrier and two other tracked vehicles: a 1978 CVR(T) Striker tank destroyer (owned by Colin Brown of NSW) and an 1972 Alvis Sabre Light tank (owned by Greg Bedford of Tasmania). Prime TV and the Border Mail were very interested in this activity and both

Corowa Post Event Report

produced good stories. The Ozamphibian arrived via the river. It was a bit slippery and after a few attempts the vehicle landed. Trevor Boyle decided to do an entry and exit for the media. The rain was fairly persistent for the rest of the day.

The Corowa Shire Council held a Civic Reception for us that evening at the Corowa RSL Club. It was well attended. The Mayor, Gary Poidevin welcomed us to town and commenced the official proceedings. Rick Cove handed out certificates of appreciation to The Corowa Shire Council, Corowa RSL Club, Corowa Rotary Club, Maurice and Heather Wilson and the Corowa Tourist Information Centre then asked all participants who attended the first event to come to the front for a photo. It was wonderful to see Ian Grieves and Alan Newton, the founders of the event. A number of people who attended with GPA's in the first year were also present. These included Cameron Smith, Roger Ross, Mitch Groves and Peter Short. Many stories about the first few Swim-In events were shared this evening and over the week. After the reception a few of us ended up at the Royal Hotel for dinner.

Friday commenced with the trip to Milawa. The convoy departed Ball Park around 8.30am and was led by Leon and Sue Heynders.

Milawa Trip report by Sue & Leon Heynders:

We lined up at the KVE registration tent to start our trip to Milawa. We were going to the Milawa Primary School to see the children of three different schools and we also had wanted to go to the cheese factory, mustard place, EV Olives and to Brown Brothers Winery. Line up was at 8:00am and we were to depart Corowa at 8:15am. At 8:15 am we just had 3 vehicles 2 jeeps and a mini moke, so we waited a little longer, after a while we had a few more vehicles that were going to come on the trip to Milawa.

Came 8:30 we gave the signal that we were to leave, we started the engines and off we went. We drove through Wahgunyah and at the round about we noticed that there were only three vehicles, so the three vehicles pulled over and waited for a few minutes, but still no other vehicles to be seen, so we had to do with what we had to do and off we went on our trip. We drove at a speed of about 30 to 35 miles per hour which was a nice speed.

At some point we had a Landrover join us, so now there were 4 of us. After a drive of about 1 hour we got to the meeting point where we were going to meet up with Charmane, a lady from EV Olives and who has a son at one of the primary schools. While we met Charmane, we got a phone call, telling us that there where another dozen vehicles on their way to join us and that they had missed us at the starting point in Corowa.

When the other vehicles joined us, we took off to the primary school. When we got to the primary school the children were lined up along the fence and were waiting for us and gave us a wave hello as we entered the school grounds. We all had a warm welcome from the children and teachers at Milawa Primary School. The principal of the school addressed the children and handed them over to me. Having 30 to 40 little children closing in on you, well I must say it's quite intimidating, even though they are little. I explained what KVE stands for and what we represent, after this the children could go and ask questions about the vehicles. Before we knew it the vehicles were covered in children, especially the HUMVEE, there was not one part of the Humvee to be seen, the children were on it, and in it. The children came out of places in vehicles where adults just couldn't get in or out of the vehicles. At some stage the children found the horn and there was a lot of noise. The principal told the children not to use the horns as it would drain the batteries, but I think it was more for our hearing.

I would like to say thank you to those who attended to the Milawa Primary School and for letting the children sit in their vehicles.

After about 45 minutes we had to say goodbye to the children and they asked if we could come back sometime. It was good to see the enjoyment on the children's faces as they normally don't get to see military vehicles.

We then took off to the Milawa Cheese Factory where we had a bit of a break and some cheese tasting, and morning tea. Some of us bought cheeses, after that we headed off to the mustard shop where people put on their bravest face and tried mustards ranging from very mild to blow your head off. We had some laughs about it as a few people dared to try the hot chilli paste and got their taste buds toasted. Off we went to EV olives, which is one of the oldest olive groves in Australia.

It was a very interesting experience, they told us about the different qualities of olive oils and how an olive oil is rated. I must admit in the beginning I thought visiting an olive grove, what can be so interesting about it? Well you will only find out if you go there and experience it yourself. Trying all the different sorts and their other products was very nice and the lavender soaps and creams had us all smelling nice.

The end of the trip was coming closer. After our visit to EV olives we all got a bit hungry, so we decided to go for a pub meal or at least something to eat. We all spread out into different eateries and about an hour later or so we headed off to our last destination, Brown Brothers Winery. Some people had their taste of wines and bought some wine and some just came along to have a look or have a cup of coffee.

All in all it was a good day and a great trip and the best of it was the expressions on the children's and participants faces. I can only speak for myself, but I think everyone who came on the trip enjoyed themselves, whether they bought some local produce or not.

I know for sure that the locals appreciated our presence.

Corowa Post Event Report

Thanks to Leon and Sue for organizing the Friday outing. There were periodic showers of rain during the day. I ended up out at the Airport and watched the arrival of the vehicles from Bandiana and Puckapunyal. There was a total of 5 vehicles from Bandiana and 3 from Puckapunyal. The DUKW, LARC and GPA from Bandiana were already in place and two Blitzes arrived on a transporter. It was great to see their Blitz Ambulance was repaired in time for the event. Puckapunyal hired transport vehicles and drivers to bring their Half Track, MRV and Lynx. One of the drivers became bogged in loose sand when not listening to the instructions of their boss. It was a sight to see the vehicle having to be towed out. I am sure he was very embarrassed. Later in the afternoon back at Ball Park John and Bill Belfield were taking people on rides in the Buffalo. It was one of those things I have now been able to tick off my list. On behalf of many people who had a ride I must give thanks to John and Bill for this experience.

In the evening at Corowa Airport Major Graham Docksey did a talk on the Australian Army History Unit, information on the Army Museum Bandiana and his tours of Gallipoli. Prior to dark we were given information from John Oldenmenger who was in charge of the parade on Saturday. Lang Kidby gave us a brief talk on what has taken place since March 2008 when he decided to organize a trip to Normandy with participants taking their own vehicles from Australia. It was great to see that all had gone to plan and the vehicles were on the ship on their way to Istanbul in Turkey. Tabitha and Tim were given a certificate of appreciation for the work they have done to assist us in opening up our event to a second location. Fortunately they are happy to do this again next year. To make it easier for them please phone and let them know you will be staying at the airport so she can make sure there are enough showers and toilets.

Due to changes in the entry and exit of Ball Park Caravan Park and the expected increase in vehicle attendance we decided to line the vehicles in various categories for the parade commencing near Bangerang Park. Thanks to John Oldenmenger and Scott Rough this was very successful. People were allocated to be in charge of different vehicle types. Discussion on the vehicles already in attendance occurred on Friday to position them in a special format. It worked extremely well and thank you to all who assisted with this. We will aim to do something similar next year and will have more specific guidelines in our newsletters and Information packs. I arrived at 7.30am to make sure all vehicles had numbers on their windscreens or bumper bars which ensured they were registered in. There was only a dozen which still required numbering. The Tracked vehicles commenced the parade from last year's departure point and the soft skin vehicles followed. Unfortunately the Blitz leading the second part of the convoy was without a driver when the tracked vehicles went through the roundabout. The Amphibious vehicles followed Russ Hughes Blitz which had special Corowa 2009 signage. The LARC and DUKW from Bandiana were quite impressive along with John Belfield's Buffalo behind his Kaiser Wrecker. The GPAs followed behind. A total of 42 out of 43 Blitzes were in the parade. At one stage there appeared to be Jeeps for miles – there were over 60 in the parade. The Landrovers were the next category with 22 present this year at Corowa. They had come from Tasmania, Victoria, NSW and Queensland. The larger vehicles were further back. The Corowa Shire Council now owns a cherrypicker so it was loaned for our photo shoot.

An impressive and not seen before sight was four Blitz Ambulances lined up. The Ambulances were owned by Hugh Thompson of Point Lonsdale, Col Feather from Townsville, Ashley Wilson from Yass and the Army Museum Bandiana. Hugh also had a Blitz made of mechano in front of his Blitz. Col Feather's Blitz was very prominent in the film 'Australia'. On the right hand side it has been signed by the Director Baz Luhrman. Hugh and Col had corresponded by phone and mail for years as Col was restoring his vehicle and finally met for the first time at Corowa.

A number of people entered two vehicles and Tim Scriven (Vice President of KVE) had three vehicles present including a 1942 Ford F60L 2-pdr Portee. (Some further information on the restoration is provided at the end of this report.) At 12.30pm a group photo was taken of a number of Swiss Chris and the Aussies who are part of the Maple Leaf Up Forum. It was definitely a larger group than last year and a few people were too engrossed in the swap meet to remember the photo was being taken. Tony Dwyer loaned me the original banner from the first event as his father, Tom purchased it for \$100. What would it be worth now?

The Corowa Rotary Club was in charge of the Swap Meet. The cooler weather made the swap meet more pleasant than in 2008. I noticed a number of people with their own gazebos. Next year we have asked the Rotary club to provide some hay bales or chairs for people to sit on while eating lunch. They all did a great job and then turned up that evening to provide the meal from 6pm. (We are very fortunate to have the Rotary Club helping us.) Trading occurs during the week at the airport and Ball Park so possibly the best bargains had already been purchased. The number of stalls increases every year.

There was an arena at the airport where Tim Vibert's Centurion Tank and other tracked vehicles could be seen. With the cooler weather there were fewer breakdowns.

During the afternoon after most people had left the Swap Meet there was a thunderstorm. At 5.15pm there was another thunderstorm. Fortunately all was over by 6pm for our dinner, auction and presentations.

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The official presentations commenced with a group photo of people who attended the 1980 Swim-In. Each person was given a certificate and special awards were given to Ian Grieve and Alan Newton for founding the event. There have been huge changes over 30 years especially as the number of people and vehicles attending has increased. It was a more casual event up until 1996 when larger number of participants made it their annual get together after "Back to the Track" in 1995. Unfortunately some people who have attended over the years are no longer with us. Alan Newton from SA suggested we put together a Memorial Board for these people. We tried to get some information related to their interest in military vehicles and a photo.

A special thanks to all who donated goods to the auction. It is difficult to thank people individually unless their gift was handed to Dave Mottram or someone recorded the donor. Dave and Maggie did an excellent job recording each item and ensuring the auction was successful. Thanks to Sarah Bush for recording the prices and to those who assisted in collecting the money. Ian Grieve donated 4 copies of the original Swim-In Book he produced for the first event in 1980. There was a range of items from books, DVDs calendars, vehicle parts and other miscellaneous goods. Thanks to Tony Dwyer in SA for the event banner. There was serious bidding for the one off item which sold for \$350. Tony also produced the stickers in participant packs and others that were for sale. Our auctioneer this year was Steve Grantham from Corowa. He and his family thoroughly enjoyed the night. (His wife spent lots of money.) He has offered to do it again next year. Participants were given the opportunity to vote for awards and nominate what the theme should be for 2013. The theme will be Year of the Trailer or Towed Equipment. We hope people will bring along their trailers, guns, Wiles Cookers and other trailed equipment. Colin Anderson received the Mal Mackay Award for his efforts over the past 30 years. He has been an organizer of the event and usually has attended with a vehicle and enjoys catching up with everyone each year. The 'People's Choice' award went to John Belfield for the Buffalo. The Break-down Award went to Gino Di Tella after experiencing numerous breakdowns during the week in his GMC There ended up being two Hard Luck awards. Both Gary Cooke from Sydney and Max Hedges from Yass started bringing 2 vehicles and only ended up attending with one. The Encouragement Award went to Glenn Burne from The Blue Mountains who attended in his own Blitz. His father Kevin provided opportunities for Glenn to drive the vehicle. Glenn is only 11 years old but he has been to 12 Corowas. He didn't get see much of the first event. (Only had the belly button view.) Michael Bowen from Jeep Action Australia attended his first Corowa as Peter Toohey has been undergoing treatment for cancer. We presented Peter a book on Tanks. Last year he did a report in Jeep Action and referred to the Stuart Tanks as Matilda Tanks. (We thought he might like to read up on the differences.) We all would like to pass on our best wishes to Peter and Lynda.

Most of the participants headed for home on Sunday. After a KVE General Meeting at 10am we finished packing away the Site Office and then I had an enjoyable lunch at All Saints Winery. Approximately 56 people attended the Carvery Meal at the Corowa RSL which was our last official function.

We are now widely accepted by the people and businesses of Corowa. The Corowa Shire Council are willing to provide assistance as our event brings in lots of money to the town. Many thanks to those people who have provided assistance both during and prior to the event. We are now getting lots of publicity prior to, during and after the event. This year I did interviews on 2AY and ABC radio. Martin Grant from Truckin Life is doing a report in the May edition, Tamara Whitsed is doing a report for Owner Driver magazine and there will be a report in a future edition of Jeep Action Australia. Thanks to these people for their interest. And Keith Webb is making a DVD of the event.

Send in your entry forms now for Year of the Jeep in March 2010. A number were completed at Corowa and it makes it easier for the organizers to complete certificates. If you aren't sure of the vehicle you will be bringing leave that space free and contact me at a later date when you know what you will be bringing. There will be mementoes for pre-registered participants whether bringing a vehicle or not. It is anticipated that 2010 will bring out a record number of vehicles.

Themes for future events:

- 2010 The Year of the Jeep.
- 2011 The Year of the British and European Vehicle
- 2012 The Year of the 6X6 (anything with 3 driven axles)
- 2013 The Year of the Trailer and Towed Equipment

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Entered Vehicle list

31 Chevrolet Blitzes	12 Ford Blitzes	22 Landrovers
28 Willys Jeeps	33 Ford Jeeps	4 Ford/Willys Jeeps
7 GPAs	1 LP2A Machine Gun Carrier	1 Mortar Carrier reproduction
5 BSA Motorcycles	1 BSA Motorcycle & sidecar	1 BMW R71 Replica
1 Dodge M37	1 1972 Bedford MJ	1 1991 Yamaha XT600 motorcycle
3 Studebaker US6	2 White M3A1 Scout Cars	4 Dodge Weapons Carriers
1 1949 Skoda Staff Car	1 1939 Chevrolet Sedan	1 Ford Lynx Armoured Car
1 Saracen	1 DUKW	1 1980 MRV Medium Recon Vehicle
1 LARC	1 Leyland Moke	1 Nash 3710 Sedan
2 GMCs	1 1958 Toyota Weapons Carrier	1 Pontiac Utility
1 Chevrolet Yankee Joe	1 Kubelwagen	1 Dodge Carryall
1 1950 International Tractor	1 1952 Centurion Mk 5/1 Tank	1 1978 CVR(T) Striker tank destroyer
1 1972 Alvis Sabre Light tank	1 Buffalo LVT4 Amphibian	1 Kaiser Wrecker
1 Mercedes Unimog	1 Austin Champ	1 Humvee
1 Ford 15cwt ute	1 Haflinger	1 White Half Track (Israeli)
1 1953 Ford Truck	1 VW Prototype buggy	3 WLA Harley Davidson motorcycles
1 BSA Folding pushbike	1 1970 International ACCO	1 1979 Inter 510A Fire truck

Official tally: 194

Also attending:

2003 Ozamphibian Platypus

1 Yak aircraft

Seen in Corowa but not recorded as entrants were:

Mark Sierant: 1945 Ford F60S Ambulance No2 *body frame only collected during the rally*

1 British Carrier on a truck that was for sale (and I believe was sold)

Willys Jeep beside the site office at Ball Park

Suzuki motorcycle on the back of Steve Dietman's Truck

Landrover on the back of Steve Dietman's truck

Amongst the Canadian Military Pattern vehicles (Blitzes) were:

John Hedges:	1940 Chevrolet C30 Cab 11
Howard Holgate:	1941 Ford F15 1C1 GS
Tony Elliott:	1941 Cab 12 F60L Dropside Tray GS Ex 2-pdr Portee
Christoph Zimmerli:	1942 Ford F15 2C1 GS
Julian Smith:	1942 Ford F15 cab/chassis
Len Shutt:	1942 Chevrolet C8AX with Australian No 2A GS
Max Hedges:	1942 Chevrolet C15
Alan Carpenter:	1942 Chevrolet C15 No2 GS
Euan McDonald:	1942 Chevrolet C15A WO9 No2A Office
Steve Simpson:	1942 Chevrolet C15A WO9 Office with two No2A GS bodies joined end for end

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Robert Farmer:	1942 Chevrolet C15A No2A GS
Colin Morley:	1942 Chevrolet C15A 2C1 GS
Bob McNeill:	1942 Chevrolet C15
John Stokes:	1942 Chevrolet C15A (lengthened chassis) Ex-WO 12 Wireless Signals
Russell Hughes:	1942 Chevrolet C15A 2C1 GS
Tom Jensen:	1942 Chevrolet C15A
Ashley Wilson:	1943 Chevrolet C15A WO8 No2A GS
Glenn Burne:	1942 Chevrolet C15A 2C1 GS
Robert Pearce:	1943 Chevrolet C15A
Barry Petersen:	1944 Chevrolet C15A with Chevrolet commercial pattern cab
Glenn Jorgensen:	1943 Chevrolet C15A with fabricated "HUP-type" body
Bill Bates:	1943 Chevrolet C15A with fabricated "Gun Tractor-type" body
Ian Styles:	1942 Ford F15A No2A GS
Ashley Wilson:	1942 Chevrolet C30 Ambulance No1
Hugh Thompson:	1945 Ford F60S Ambulance No2
Col Feather:	1945 Ford F60S Ambulance No2
Army Museum Bandiana:	1945 Ford F60S Ambulance No2.
Andrew McIntosh:	1944 Chevrolet C60S (fabricated camper body)
Rick Cove:	1943 Chevrolet C60S (Ex WO78 No6 CGT)
Ben Gruber:	1943 Chevrolet C60S Pacific Fire Tender
Bob Moseley:	1942 Chevrolet C60S Half Track prototype reproduction (Ex WO78 No6 CGT)
Roly Davey:	1945 Ford F60S modified as a bushfire tender
Jim Oxlee:	1945 Ford F60S 400 gallon water tanker
John Oldenmenger:	1942 Chevrolet C60L Dropside Tray GS
Tim Langley:	1943 Chevrolet C60L Dropside Tray GS
Rob Jacobs:	1943 Chevrolet C60L Dropside Tray GS
Noel Patrick:	1943 Chevrolet C60L Dropside Tray GS
Tim Scriven:	1942 Ford F60L 2-pdr Portee
Aaron Fell:	1942 Ford F60L cab/chassis
Army Museum Bandiana:	1942 F60L Workshop
Mark Weltner:	1945 Chevrolet C60X
Euan & Katrina McDonald:	1945 Chevrolet CGT No9
Alan Larkin:	1942 Chevrolet

Amphibious Vehicles include:

- 7 Ford GPAs: owned by Roger Ross, Trevor Boyle, Mitch Groves, Army Museum Bandiana, Don Wilson, John Hecker & Jim Bennie
- 1 DUKW: owned by the Army Museum Bandiana
- 1 Larc: owned by the Army Museum Bandiana
- 1 Buffalo: owned by John Belfield

- 1 Ozamphibian Platypus (not military).

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My recollections of the Corowa Swim-In

I was only 10 when I attended the first Swim-In in 1980. It was organised by Alan Newton and Ian Grieve. My brother, James and I went up in our Blitz Ambulance with mum and dad. I recall meeting Peter Short's daughter Leanne and spent time with Greg Dwyer. There was a trailer race across the lagoon between NSW and Victoria. The Victorian trailer was sunk first and Colin Anderson went down with a salute. I missed the 1982 and 1985 events but have attended all the others. A number of people in the early years helped with the organization such as Tim Vibert, Colin Anderson, Dave Brown, Glen and Lyn Stone and other people such as Alan Carpenter helped the Friday 'Mystery' Trip. Hugh and Barbara Thompson have also provided assistance for many years. Maggie Mottram entertained people on the Saturday evening with "Maggies Melodramas". After 'Back to the Track' in 1995 there was an influx of people as this was an annual meeting and reunion spot. Maureen Bell, Barbara Thompson and myself became active in the organizing so the parade occurred at the same time, a swap meet followed the parade and we had a function on Saturday evening. The event became larger and John Hedges offered to assist. In 1999, the 20th Year of the event, Half-Safe attended and we did a Guinness World Record for the largest gathering of Ford GPA Amphibians since the Second World War. Bob Dimer rented a Budget Truck to bring the vehicle across from Perth and money was raised to pay the expenses incurred. We had 16 GPAs lined up side by side. Jenny Bennie and Roger Ross helped with the organizing of this year. Themes then started each year from 2002 where we achieved recognition again from Guinness World Records for the greatest number of CMP Trucks in a parade since the Second World War. Keith Webb from Image Control has produced a number of DVDs since 2002 which accurately capture the memorable moments of each event. Many people offered rides in their vehicles both in the water and on land which is greatly appreciated.

As time went on we needed to form an official group to cover the event. Khaki Vehicle Enthusiasts Incorporated was formed in October 2005 and membership has now been offered to people who attend the event. The aim is not to change things too much but ensure we are appropriately covered for the activities we run. We now have our own website, thanks to Geoff Winnington-Ball. Join the MLU Forum <http://www.mapleleafup.org/forums/> and contribute to the discussions that occur around this event and other issues. I receive many phone calls and emails from people both in Australia and overseas who are interested in attending. This is the largest gathering of ex-military vehicles now in Australia and possibly the Southern Hemisphere.

As this is the 30th Year I would like to thank all the people over the years who have supported the event and especially those who appreciate what it takes to ensure the success of the gathering. I hope more people offer to assist to reduce the workload myself and others in KVE have had to endure. By joining KVE you have a chance to give your opinion on what occurs in the future. Take a look at our website www.corowaswim-in.org which contains updated information. Ben Hemmings is our webmaster and also the editor of the KVE News, our Newsletter to participants. The production of a newsletter has been a dream which has finally come true and enables people to have the most up to date information. At this stage there will probably be about 4 newsletters per year. Contributions are always welcome.

A Swiss in an Aussie Blitz by Christoph Zimmerli

It may sound strange but I came all the way from Switzerland to Corowa to drive my own Blitz (Ford Canada F15) in the Saturday parade. The project was started around 2 years ago, when I drove an Australian Ford Ute built in 1941 (Ford O1Y, 1 ton, 4 x 2) to this great and very laid back event. This vehicle belongs to Max & John Hedges from Yass NSW and I drove her all the way down to Corowa and back to Yass. A wonderful experience!

I always wanted to have a special vehicle, not just another Jeep or Dodge Weapons Carrier, which usually turn up in dozens on the European military vehicle meetings. I really like the rugged and masculine looking Blitz trucks. I do not have a truck license, so the decision was made that I opt for a small truck, like the 15cwt models. They are just under or around 3 tons (4x4), unloaded. I choose the Ford F15 because of the wonderful sound of the V8 engine and because the Blitzes are known in Switzerland as "Ford Canada" and not "Chevrolet Canadas".

My truck has been restored over the last few months by well known Blitz aficionado Keith Webb from Melbourne (www.oldcmp.net). He has put in a lot of hard work, passion, knowledge and paid a lot of attention to details. My Blitz is a 1942 Model with Aussie sunshine roof and spare wheel carrier/tool box. However, the rear body is a Canadian pattern.

The Blitz was transported on a trailer from Melbourne and back with another Blitz, both in Australian camouflage paintings. When she is ready for shipment to Switzerland, she will be stored in a container and will make her long journey half around to world in a container ship from Melbourne to Rotterdam, the Netherlands. The last short way to Switzerland will she travel on the back of a train wagon. The whole shipment process should not take more than as 5 - 6 weeks. I am looking forward to drive her for the first time around the Swiss mountains, should not be a problem with the powerful 95hp V8 engine.

Saturday morning, 6.30 a.m. Although the parade did not start before 9 a.m. I was already up and ready to drive. Must have been the adrenalin rush because of my excitement. The engine started on the first push on the button. It is a Ford, not more to say. I drove her smoothly to the assembling area where all the vehicles were divided into their appropriate group (categories by models). I drove her through the main street with a passenger. Quite overwhelming, how many people were

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attending the parade. Everybody was waving and smiling, and the local traffic nearly stopped. I got goose bumps, driving my own truck in the parade. What a wonderful feeling, convoying with 41 other Blitzes and dozens of every other kind of military vehicle you can think of. Everybody was looking at your truck and admired the work that was put in to get her roadworthy.

I got the overview of all the vehicles at the airport, where all of them were neatly parked up in their groups. A fantastic sight. I have not seen this anywhere else than Corowa. At the European Shows, you often park your car where you like. After taking pictures I lingered over the swap meet, where Keith Webb found me some original F15 dataplates, tow ropes and tools. These little things make the difference of the appearance, but they are usually really hard to find. I was wearing a hat with the markings "Swiss Air Force", so that everybody could get in touch with me who had read the interview in the local newspaper or know me from the forum on www.mapleleafup.org. I was quite surprised, that a few locals recognised me from the news article.

The event organisers were really happy that the thunderstorm did not mess up the parade. However, I really got wet when I drove my truck back to the caravan park without having a canvas on my roof, but that is part of the fun when you drive a 70 year old truck. I finished the day of the parade with giving some interviews and driving through the mud near the river. These scenes will probably appear on the Corowa DVD 2009.

Some information from Sean O'Donnell on the Ozamphibian

When Boyd Wyatt and myself decided to attend the Corowa swim-in we didn't know quite what to expect, our vehicle is not military so we weren't sure if it would be accepted. I am pleased to report that not only were we accepted, most people showed enthusiasm and support for our vehicle, the Platypus. The Platypus is a prototype amphibious vehicle that was designed and built on Karragarra Island in Morton Bay, it was tested everyday for a year in the harsh conditions of Morton Bay tackling two meter swells. Being a prototype, the Platypus is constantly in development with changes and modifications being done to improve performance. Before the trip to Corowa there were some major changes made to the cooling system which were only tested when we hit the Murray river, the results where a slight over heating problem that was temporarily rectified with some foam craft balls from the local discount store, we are now addressing this problem. We thoroughly enjoyed our first trip to Corowa and we look forward to making this an annual trip, we have met a lot of great people and made some interesting friends and contacts. Next year we hope to be bringing down 2 vehicles, I think we will be run out of town if one of them at least is not painted khaki. I would like to thank and congratulate Jan and the rest of the members of the KVE for putting on a great event and making exceptions for us, well done.

1942 Ford F60L 2-pdr Portee – Story by Tim Scriven

So the story is, the vehicle was in a museum in Western Australia, Dizzy's Farm World or some such. James Swan bought it at auction when the museum closed down and then it sat for a few years. He then bought one of the 2 Pounder anti tank guns at John Belfield's auction. Realising that it was a complete set so to speak, negotiations started and for better or worse it ended up in my shed.

Basically the Blitz was 95% complete except that none of the brake lines, both steel and rubber, clamps, booster or master cylinder were present.

It took Adrian, my mechanic about a day to get it running a bit smoky but I believe that a few good drives will fix that, also was jumping out of gear a bit, tightening all the universal bolts helped that, along with a small repair to the gearlever.

The brakes were the biggest concern then two things happened, I traded in a spare F60L chassis with all the brake lines and brackets etc present so now we had something to copy. I also found a NOS brake booster kit in the UK, so a deal was done.... After many emails and phone calls it has never shown up ##** etc etc.

The MV community came through, Alan Newton found one for me and Salesman Bob dropped it to a place in Adelaide where it was reconditioned. So with about three weeks to go to Corowa 09 we were busy making brake lines and bolting everything back on, achieved that with a couple of days grace, so the electrics were next.

Len Watkins had sent us a wiring loom for the front headlight assembly and Max Hedges sent down a couple of side lamps as well. Adrian then basically rewired the truck the weekend before it was loaded.

Tuesday morning a trip to Vic roads and classic rego was organised, a call to RACV then secured insurance and the beast was loaded and dispatched to Corowa the next morning.

The actual 2 Pounder is a bit of a story as well, in the nearly two and a half years that I have owned the vehicle chasing 2 pounder parts has been a constant 'obsession' we have had the gun totally to bits, cleaned and blasted everything and then rebuilt replaced and re assembled. There is still a bit to go on the gun, but I have recently sourced some more bits that have helped with the project. A seat, the sight mechanism and the traverse gear box are the biggest hurdles to over come there.

Keith Webb has been sending me some wonderful photos as reference material during this process as well, and one showed the sign writing under the bonnet, so a sign writer friend of mine has replicated this for me.

Corowa being it's first outing in heaven only knows how long of course brought out some of the bugs, we think the oil usage

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will get better a good run hopefully, the noisy valve was not existent by the time it got home, the starting problem on Saturday morning was due to a faulty ignition switch, so if any one has a spare switch that they bought at the swap meet I would really like to hear from you!! The biggest concern is that if you load up the gearbox it will jump out of reverse, so any suggestions there would gratefully accepted.

I would like to get some information on Unit signs etc to finish that side of the markings and then try and get some more of the CES and general kit to make the truck look all that more original, I think that windscreens and maybe a canvas roof of some sort will also make it a bit more comfortable and not take away from the originality of the vehicle. I would like to source some gun buckets and clamps as well for the cabin

Both Keith Webb and Euan McDonald have given me some suggestions on what to do next.

Overall I am very happy and proud of what we have achieved with this vehicle and the 2 Pounder, if all goes to plan I am going to take it over to Tasmania in November for an event no doubt that will come about very quickly.

Extract from 'Half Tracks: the Australian Experiments' by Mike Cecil

Copyright 1994. Special thanks to Mike Cecil for sharing this information with military vehicle enthusiasts.

The Truck Conversion: The "Truck, 3-ton, G.S., Half-Tracked".

With the increasing availability of vehicles more suited to military use, such as the Canadian Military Pattern (CMP) and United States Military Pattern (USMP) types, further testing of the converted modified conventional types was shelved. Though the results from the Ford Model 218T conversion were mixed, they were considered encouraging enough to resurrect the project during the latter part of the war. This time, a Chevrolet CMP C-60S was converted in much the same manner as the Ford Model 218T, though with some significant differences. Instead of mounting the rear axle drive toward the front as on the Ford Model 218T, the Chevrolet had it mounted at the extreme rear. Larger drive sprockets, calculated to synchronize the rear tracks with the front driving wheels, were fitted, as was the Machine Gun Carrier track displacement steering mechanism. Track adjustment was not included. Overall dimensions and load capacity remained the same as the "Trucks, 3-ton, 4x4, G.S." from which it was derived, and its official nomenclature became "Trucks, 3-ton, G.S., Half-Tracked".

The vehicle's potential as a load carrier or as a field artillery tractor was tested, but the results were disappointing. On rough or uneven terrain with a firm surface, the half-track was far superior in performance to both a "standard" 3-ton 4x4 truck and a "Tractor Artillery (Aust.) No.9", but on roads, the reverse was the case. Similar to the problem with the Ford Model 218T half-track conversion, difficulties with overheating of the Carrier bogie tyres was experienced, severely limiting sustainable on-road speed.

The half-track's performance on soft or boggy terrain was also disappointing. Although the front wheel drive was a definite advantage over the earlier Ford Model 218T lorry conversion in both traction and steering, the lower ground clearance and more extensive sub-frame necessitated by the inclusion of the track displacement steering mechanism impaired its performance considerably. The "Truck, 3-ton G.S., Half-Tracked" was unable to negotiate mud as deep as that traversed by the "Lorry, 3-ton, G.S., Half-Tracked" due primarily to the greater drag on the additional components. The location of the rear axle at the back end of the chassis was also considered to be unsatisfactory.

The great improvements hoped for in the conversion of a vehicle having front wheel drive and equipping it with track displacement steering were not forthcoming, and the project was again allowed to lapse. Both the 4x2 and 4x4 conversions, while hampered in their on-road performance by the overheating of the bogie tyres, were superior to "standard" types of vehicles over rough terrain. For this reason, it was thought that they may be useful at forward depots, beach heads or for short cross country trips over terrain not passable by "standard" vehicles. In short, their application by the army was likely to be very limited!

1972 Alvis Sabre Light tank by Greg Bedford from Tasmania

I grew up near Aldershot & Chobham where there are many firing ranges and vehicle test tracks and research & development centres for Military vehicles. As a boy my friends & I used to go and play on the hard targets (Chieftain MBT & Ferret Scout Cars) on the firing ranges - how we survived I will never know & it must have left a lasting impression.

I first heard about this vehicle through the Alvis Fighting Vehicle Society in UK in 2007 via an article in Classic Military Vehicle Magazine. Contact was made with the society & the question was asked if there were any Sabres for sale - the reply was - "I'm not sure what we've got out in the shed at the moment" after a long road trip through the English countryside I arrived at a farm shed full of military vehicles. Took a couple out for test drive chasing cows around the fields.

I decided on 02 FD 20 because it had a good engine & tracks.

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The fun then began trying to arrange getting the vehicle back to Tasmania, import & export permits and many assorted government red tape. After approximately 12 months the paperwork was finally sorted out & the long trip to Tasmania began. Luckily the Sabre fits snugly in a 20' container. 3 months later I was contacted & advised the container has arrived just in time for Steam Fest (annual country show in North Tas 2008). This was the first show I did with the Sabre - lots of interest in the vehicle.

Now I had the vehicle here I wanted to know what the history was behind the vehicle - I contacted Geoff Fletcher who had access to the military records for British military vehicles. He advised the following:

Vehicle Details 02 FD 20

1972 - 1976 Blues & Royals at Windsor - (UK)

1976 - 1977 Queens Dragoon Guards (Germany)

1977 - 1981 15/19 Hussars (Germany)

1981 - 1987 17/21 Lancers (Germany)

1987 - 1988 Storage depot (Germany)

1988 - 1992 3rd Royal Tank Regiment (Germany)

1992 - 1996 Storage depot (Germany)

1996 converted to Sabre (UK)

1996 Combined arms training centre (UK)

1996 - 1999 First Irish Regiment (UK)

1999 Deployed to Kosovo - crossed border 12/06/99

2000 - 2003 UK

2003 - 2004 Storage depot UK

2004 Disposal from Army

The decision was made to bring the vehicle to Corowa 2009 for the 30th year, this meant I had to find a suitable truck to move the Sabre. A truck was located nearby but needed a lot of work so the next 3 months was spent getting the truck ready for the trip.

In the meantime Geoff Dodge (President of Defence Heritage Transport Tasmania) helped with official documentation needed for ownership of this type of vehicle. After another 3 shows in Tasmania Corowa 30 was looming, I was just about ready & booked on the ship to leave Tasmania.

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A smooth sea crossing of 400kms - arrived in Melbourne Wed 11/03/09 - met up with other members of the Tas Defence along the Hume Hwy and we made our way up to Corowa. This took all day. We had many helpers to assist with unloading of Sabre & motorcycle at the loading ramp at the airport. Was a great night meeting Australian Armoured Vehicle Association & the Landrover owners.

Had no problem finding volunteers to crew for the trip out to Maurice Wilson's property. We got totally soaked on return journey. Enjoyed the Saturday parade very much.

A film-maker's perspective by Keith Webb

I come to the event in a dual role, both as an enthusiast/restorer and to make the DVD each year. I have been involved with Blitzes, or CMPs since I saw my first in Warburton the year Jan was born. Since then I have owned almost 20 of them, and run a website filled with the hundreds of pictures I have taken over the years.

So every year it's been a struggle to control the urge just to immerse myself in the event and not film anything. But that's not to say I don't really enjoy the process of meeting fellow enthusiasts who are kind enough to share their experiences and vehicles with the camera so I can bring them to everyone.

This year (and also in 2008) I have brought Richard Leigh, a cameraman and editor (also an employee) to Corowa to assist with the interview process that has enabled me to bring to the screen a much wider selection of interviews. Richard is very good at his craft and this time covered many of the amphibian owners and their vehicles, even scoring a ride in one of the Seeps. He also helps me in the post-production process and authors the DVDs.

Richard has now been initiated into the ranks of blitz drivers, having a go of Max Hedges' C15 'Tickets'. Watch out for this on the DVD.

I'd also like to thank Andrew McIntosh and John Hedges for sharing their video footage, allowing us an additional perspective on the event.

I had a couple of special highlights in 2009, including being able to share with Swiss Chris the joy of bringing a vehicle to the event. Another highlight was having a drive of Mark Weltner's C60X, the first time I've driven one of these, and the five speed gearbox means you really have to think each time you change gears.

The number and variety of blitzes was one of the most interesting aspects of the event for me, and especially the early 1940 cab 11 C30 belonging to the Hedges and the cab 12 F15 belonging to Howard Holgate. It was also wonderful to see the dedication of Tony Elliott to bring his cab 12 F60L project along. Tim Scriven's Portee and Ashley Wilson's No1 Ambulance were good unusual examples of blitzes we haven't seen before at the event.

There's also a tradition of 'last minute - just got there' attendees such as John Stokes in his stretched C15A and Aaron Fell's F60L, with the paint drying on the way there.

As to the DVD content there is plenty of action, including an airborne Jeep, a ride in John Belfield's Buffalo, also a ride in the Kübelwagen (which Swiss Chris informed me translates as 'bucket car' as well as plenty of profiles of people and vehicles. We're making the parade a special feature again so every vehicle is covered. Also watch out for some extended blitz stories I have collected since the last Year of the Blitz event in 2002.

My sincere thanks to all who support the production of the DVDs by purchasing them.

Corowa Post Event Report Photos





Howard Holgate's Blitz

Blitz trucks have always been around me during my (relatively) short 40 years.

As a very young boy, the Blitz parked under a tree on the spare block at my Grandparents place was a fantastic climbing playground; the framework for the rear canopy made a great 'monkey-bar'. Of course, the Blitz truck is instantly recognisable as an 'army truck', so it was often the case that we drove into battle, jumping out to shoot at the hordes of Japanese soldiers that were invading Ganmain at the time.

The truck I refer to belonged to my Grandfather. At that point, the truck did not go. In hindsight, I don't suppose anyone had any reason to have it going.

My grandfather bought his 1941 'F15' in the late 1940's from a Army Disposal Auction, possibly at Bandiana, Victoria. He bought many trucks & resold them all over the district to farmers after repairing & modifying them for their intended purpose.

During the 1950's the truck was used as the daily family commuter, and travelled far & wide on holidays & hunting adventures all over NSW & Victoria. The journey to Tathra was an annual trip after Christmas, leaving at Four O'clock in the morning to beat the heat of the day, arriving in the cooler mountain areas by late morning, descending Brown Mountain & arriving at Tathra in the afternoon with enough daylight left to set up camp. In the back sat my Dad, Rex, & his older Sister, Heather. At the time of departure gloves & beanies were the order of the day, while in the front my Grandparents wore the bare minimum, sitting over a hot side-valve V8. I used to think that story might have been exaggerated, until I tried driving the old girl! Boy, that thing pumps out some heat!

Also in the back with the kids was a couple of 44 gallon drums of petrol, all of the camping & fishing gear, and a large rock which was placed in front of a tyre when parked on the way down Brown Mountain!

In the late 1950's my Grandfather sold his business in Ganmain (a Ford dealer), and over several years, constructed a mobile crushing plant. During this time the winch was fitted to the Blitz, for use with the construction of the plant. A huge trailing jib was manufactured to tow behind the blitz, and the cable from the winch ran out & over the jib to assist in lifting & locating the heavy steel components of the crushing plant.

Once the plant was completed & put into operation the blitz & jib were utilised during regular maintenance & repairs. In the late 1960's a the diff failed, and large pieces of steel were welded to the front bumper to enable the truck to be positioned by being pushed or pulled by the front-end loader. Life was really getting rough for the old girl now!

When the crushing plant was sold in the very early 1970's, a diff out of a wrecked F600 was fitted for the drive home to Ganmain from Ardlethan. This is the diff still fitted to this day. Once arriving home the blitz was parked in the spare block beside my Grandparents home, where it sat for around 15 years.

In the mid 1980's the blitz was again resurrected and treated to an engine rebuild. A system of pulleys & fairleads was fitted along with a tray-mounted jib when my Father, Rex, was building sheds & silos around the district. However the truck's career as a builder proved to be short-lived, when after only two or three years, Dad found work elsewhere, and the poor old blitz was once again retired; left in the paddock where it was last used.

25 Years later, and, to make a very, very long story as short as possible, it became my turn to resurrect the old beast.

Howard Holgate's Blitz

Several years ago due to my Father's illness, he sold his (and his Father's) huge collection of "stuff". In among this stuff there were two complete trucks. The F15 we have spoken about, and another larger "F60L" (Ford 60 hundred weight Long wheelbase). The F60L was sold to my good mate Tony Elliott, and selling my Grandfather's F15 was never considered. (I will elaborate on the story of Tony's truck in a later edition.)

About this time I met Keith Webb, a film maker, Historian & CMP enthusiast from Melbourne. He visited my home & after driving to the truck's host farm & inspecting the F15, he informed me that this was a rare truck in Australia, and indeed the world. This particular variant of the F15 was only a limited production run & the majority found themselves fighting in the North Africa/Western desert campaigns. In the last couple of years two more have surfaced, however my F15 is a little different in that it has never had the Australian Army roof hatch modification. This indicates that the truck was never used for service following the Western Desert campaign.

How this truck found it's way to Australia remains a mystery. One theory floated by Mike Cecil of the Australian War Memorial, Canberra, suggests that the truck was shipped from the desert campaign to one of the Pacific islands as Japanese activity increased. It is most likely that the truck ended up on the Australian Mainland owing to the destination island being captured before it's arrival.

So about three years ago I enlisted Tony's help to recover the truck & return it to my home in Ganmain, some 20km from where it had sat for the last 20 odd years. The engine was seized and a couple of the tyres were flat. Other than that the truck was 'complete enough' to consider driving her home.

So, grabbing scarce hours where we could on weekends & after work, we freed the engine (By putting a socket & bar on the crank & bouncing off it... Sometimes it is handy to be a fat bastard), wired a rough ignition system, repaired the distributor's sticking points, fitted new plugs & leads, and started her up. She ran rough, but she ran all the same. Now this paragraph sounds simple enough, but in fact took a little over two years!

Running on 5 cylinders & with not enough power to pull in top gear, the journey was made at a steady pace but completed without incident. Keith Webb filmed the event and posted some of it on You Tube. Simply go to www.youtube.com.au and search "howard's F15"

Since then the engine has been removed, stripped & reassembled, replacing 4 valves that were rusted shut, 5 lifters, & one cylinder sleeve. Reassembly was completed using the original rings & bearings etc. The bake master cylinder & wheel cylinders were rebuilt, brake lines replaced & the engine refitted. The rough approach was taken due to a lack of funds and time; the thing had to be running to attend the annual KVE swim-in!

A report on my experiences at Corowa will follow next newsletter (all going well)

Howard Holgate's Blitz

Photo01. The camp at Tathra Beach. Photo undated but Zephyr appears to be a the model manufactured between 1951 to 1956



Photo02. Rex Holgate with his .270 rifle, circa 1955, during the 'shooting rig' phase of the truck's career. (The rifle is still in the Holgate Family).



Howard Holgate's Blitz

Photo03. This is the oldest photo I have of the truck to date. Pictured is my Aunt Heather. Going by her age I make this photo to be taken around 1950.



Photo04. The blitz as it stood for 20 years. Photo taken 2006. Photo by Keith Webb



Howard Holgate's Blitz

Photo05. Internal engine damage caused by water contamination.



Photo06. In the Corowa Parade. Along for the ride are a few splendid fellows who have helped me along the way. Lee Buesnell, Glenn Johnson & Tony Elliott. Oh, and "Cleveland" the red healer. Photo by Ian Williams



For Sale / Wanted

For Sale

M38A1 Jeep. 7/1953. in **BRILLIANT** condition. All original spec. 1 of 12 brought in for evaluation. Motor rebuilt for unleaded. NOS carby, Full set of military original type tyres. \$16,000.

Contact John on 07 5462 7276.

Vehicle is located in Ropeley (near Gatton), QLD.

For Sale -

Army Billy hut that folds up into a wooden crate.

Possibly Vietnam Vintage 0409 346 534

Willys Jeep - Registered in great condition.

RH drive. \$16,990 or reasonable offer 0409 346 534

Many thanks.

Natural Lightscapes -

Peter McNeill - Photographer

(02) 4998 1950.

Various Vehicles: US 6 6x6 Studebaker Truck, Leyland Bus Motor Home, Chev Blitz Crane, Chev Blitz Fire Truck

Chev Blitz GS minus motor/Gearbox , Series 2 Land Rover , Acco truck ex-military. P.O.A. Contact Bruce Pelgrane 0414634571.

NOS. Ford Blitz battery hold down clamp Part No LV7 FD,15A,5165 A. 3 available \$45.00 ea plus post

Ph. Ian 0419 409 789

Uni-Mog 1986 U1300L 6Cly Diesel Motor home body built 1996 Reg till Nov 2009. Travelled 108.00klm.

240lt duel fuel tanks 450lt s/steel water tanks wastewater tank. Flushing toilet, shower, hot and cold water, 3 way fridge LPG. Gas

stove AC/DC electricity, 240v generator, 12v battery charger, 24v winch, 2 spare tyres, Hydraulic checker plate lift up roof. Contact

Bruno 04 1232 5644

***For Sale; Dodge ambulance** wc54 1942-3 model. Needs total restoration, could be a good project. 80% complete. \$4,000.00

Chevrolet 1940 Staff car 95% complete, all rust removed, good guards and sheet metal. Have already spent \$9,000 on this vehicle. \$7,500.00

For Sale / Wanted

F.J. Holden 1954 Standard FJ 215 good body and sheet metal. \$2,5000.

Dodge WC 52 Weapons Carrier needs finishing off, good sheet metal and tyres. \$10,000
Ray Edsal Tel9435-2346

4For Sale. International C1500 series Ex Army truck. Model C1510. Has original army tray. Engine turns over. 282 C.I. 6cyl petrol engine. Man 7/1970. Chassis number C25030 .60, 153 km on speedo. This appears to be original kilometres. 20" wheels. \$1800.00 Contact Robin Mawson 0412958541. Home 0352414610 **Clearing Sale; Saturday**

Tyres For Sale; 9:00 X 16 bar tread tyres for Blitz and Dodge. Agtyres Wholesale, Moree NSW Ag-tyres specially imported these tyres from India for military vehicle owners. MRF brand also 600 X 16 Jeep size bar tread. Contact 1800 028988

For Sale 1963 Land rover Ambulance 2A with tropical roof. Needs work Contact Mrs Gail Stocker: 03 525-82270 or Hugh Thompson on 03 52581192

Dutch 37mm Anti Tank Gun very good condition. Please contact for more information and Photos on request. Tim Scriven. Ph: 03 54521676 mob 0419 307225

For Sale Studebaker cylinder head gaskets (Hercules JXD). Ford 1940's Gen. Horn. Maintenance manual. GMC 6X6 & Chev 4X4 bonnet, WH BRG tube spanners. GMC 4X2, 1946, complete front & rear hub to hub axle assemblies, very low mileage. History known. Chev 1940's dome top piston/ pin assembly .020 O' sized 2 sets in box. Chev 1955 cylinder head new in box. Chev 1940 rear axle shaft for car. Jeep WW2 bell housing, rear axle housing with very good diff. & brake shoes plus many bits and pieces. Tyre 185 SR X 16 full tread. WW2 B/O 5 3/4 Inch head lights new. Auto acrylic paint 4 litres mid blue . OFFERS Des Tel. 03 56292929

Also For Sale -manuals in very good condition;

MB-C1 1942 Maintenance manual for Chev CMP 15. CWT to 3 Ton.

MB C2 1943 Chev CMP 15 CWT to 3 Ton.

Driver's 1945 handbook for Chev vehicles.

Manual of military vehicles 1930

Manual of driving and maintenance 1937

Movement by road 1941

Manual for Morse code 1942

Standing orders for vehicle operations and servicing 1960

Motor cycle log books 1944

FM 21-13 The soldiers guide 1961

TM 11- 210 Detector sets and maintenance 1956

TM9-8012 Maintenance manual for M 38 Jeep 1956

SE-29-C Maintenance manual for Ford Cars, Ute and Trucks 1946

Instruction manuals 1966; IHC 2/1/2 Ton winch, 5 Ton winch, 5 Ton 6X6 1/2 ton winch, 1/2 ton mech. Mule.

Offers- Tel Des 0356292929

For Sale; Vintage Wiring harnesses PO Box 2288 Ringwood 3134. Tel 03 98700583

For Sale / Wanted**FOR SALE****RAEME 2 wheeled Trailer**

Modified for use as a Rapier Repair unit marked ASM
being Artificer Sergeant Major. Complete with metal cover and 4
upward opening doors c/w cupboards
\$800 ono - Peter Sabey 0418 806 785

FOR SALE**MB/GPW fuel tank - new****GPA fuel tank - new**

Contact: Bill Leith 08 - 8298 8752

FOR SALE**1 S/H 9.00 x 16 Tyre, Tube & Flap**

non-lug sand pattern

\$75

Contact Richmond 0427 593 947 or 08 - 8522 7293

FOR SALE**GMH Jeep trailer axle c/w hubs \$70**

Willys Jeep chassis sandblasted & painted
c/w 2 diffs no brakes \$900

Contact Rod Dent 0408 829165

FOR SALE

4 off 14"x6" wide HQ Holden Rims

c/w tyres - suit trailer \$100 ono

Daz 08 8263 9548



For Sale / Wanted

White M3A1 Scout Cars. Several to choose from. All have been extensively modified! Contact Brett Nicholls on 0407 229396

(See Photos)



For Sale / Wanted

WANTEDS:

Ford F15A / ford blitz roof hatch lid. Plus- Australian body tailgate, anything considered, and GPW 8 leaf front springs Thanks Ian 0419 409 789.

Muff Coupling for British Carrier Contact Rolly Davey 02 4753 1025.

Pintle Ring for Jeep Trailer Ray Kickert. 0407 297 919.

Wanted. Ex Army Yamaha XT600EA motorbike. Contact Ben Hemmings on 03 9887 0938 or 0418 102 572. Email: bizen@tpg.com.au

Wanted International MK.III and MK.IV parts wanted to restore Victorian Bush Fire damaged vehicles. Please call Rick on 0413835090 or email Rick@Bottiglieri.com.au

Wanted; 1X original Jeep steering wheel either full plastic or steel spoke must be in good condition. 1X Ford Script front passenger seat original. #67 David Abel 02 44 717 039 Batemans Bay NSW

Wanted: Studebaker US6 prefer the winch model contact Darren Mitchell Tel. 0408-344-780

WANTED

Staff Car or similar, 1967 - 78

Prefer Ford

Contact Trevor Brown 0418 829 320

WANTED

For Lendlease Chev

Windscreen assy & bonnet sides

Craig Butler 0417 081 557

WANTED

WW2 Willys Jeep

Contact Sandy

"thapa1978@yahoo.com.au"

WANTED

Ragtop GMC 6x6

For restoration

Contact Shaun Cundy 8563 4029

WANTED

Front crash bars for BSA B40M 350cc Motor Bike

Contact Rod Dent 0408 829165

WANTED

Parachutists Bicycle or Parts

Darren Brus 08 8262 2802

WANTED

25 pdr or similar Field Gun

For display purposes only

Salisbury RSL

Sec Lynne 8258 6016

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

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 see the famous tank run.



Guidelines for AFV's

Guidelines for AFV's

As mentioned previously, here are a set of guidelines that AFV owners/drivers need to adhere to. There is nothing overly out of the question here and most of them are basic common sense and safety requirements that are echoed in most clubs.

There are also a few guidelines included for the Carrier Pilots to read.

On behalf of the committee, we do not want to come over looking like control freaks or fun police. Remember that in this world of litigation and insurance, this entire week we enjoy, could become just a memory if we do not act on the side of caution.

1. No AFVs in Van Park
2. All vehicles are to be registered, on Club Plates or valid permit.
3. All vehicles to have third party cover.
4. No vehicle is to be driven on roads or paddocks without a crew commander for additional visibility.
5. All drivers and crew commanders are to comply with National road laws pertaining to alcohol consumption when operating vehicles.
6. No riding on top of vehicles at any time.
7. Lights must be on whilst on public roads.
8. Pedestrian traffic has right of way.
9. Working Intercom (IC) between driver and crew commander mandatory.
10. Any damages that occur are the responsibility of the vehicle driver.
11. All vehicles are to be driven at walking pace with a guide on foot approx 5 metres in front of the vehicle when driven in pedestrian areas and close environs. This is mandatory within the airfield and pedestrian areas.
12. Guides are to wear a high visibility vest or clothing at all times when guiding a vehicle and must be visible to the driver. Vehicle is not to proceed if guide is not visible to driver.
13. There is to be no AFV movement outside of designated areas without KVE approval.
14. Public access to AFVs should be at owners' discretion.
15. All of the heavier tracked vehicles are to be co-located within the one area to minimise damage to park grounds and increase vehicle security.
16. No AFVs to use the track along the riverside near the Van Park.
17. No moving AFVs after dark.
18. AFV owners are to adhere to directions given by staff and committee.

In addition there should be rules for owners and drivers of LP Carriers. These should include:

19. All vehicles are to be driven at walking pace with a guide on foot approx 5 metres in front of the vehicle when driven in pedestrian areas and close environs. This should be mandatory within the van park and airfield areas.
20. No vehicle driven without crew commander.
21. Controlled access to riverside track area during daylight hours only.
22. Guides must wear high visibility clothing when in high pedestrian and close environs.
23. All vehicles are to be registered, on Club Plates or valid permit.
24. All vehicles to have third party cover.

As stated earlier, it may look a lot, but most is common sense and a requirement of most clubs anyway. It just looks a lot when put down all at once.



31st Annual GPA Swim-In and Ex-Military Vehicle

Gathering

Monday 8th March to Sunday 14th March 2010

The theme for 2010 is 'Year of the Jeep'. 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 vehicle clubs:.....

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

Registration/Permit No.....

JEEP ENTRY PARTICIPANTS ONLY

Jeep Year..... Jeep Make (According to Chassis) - (Ford/Willys).....

Jeep Model Special Features

Attending with/without trailer..... Rego/Permit Number.....

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



www.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.

Submissions for this newsletter can be emailed to

kveinc@optusnet.com.au

See you at Corowa in 2010.

KVE Team