



KVE News

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

Edition 4

November 2009

We have updated our Website!!

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Welcome to the November edition of our newsletter. KVE recently held it's AGM in Corowa and planning for 2010 was also reported on. You will be pleased to hear that KVE is currently moving along nicely towards the event next year.

If you are a regular visitor to our website, you will have noticed that we have had a re-design. For those that haven't visited in a while, please take the time to visit <http://corowaswim-in.org>. We are planning to start including reports of Corowa on the webpage so if you have a report that you would love to share with everyone, please email it to us!

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



Committee Members

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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

The past 12 months has seen the most successful Corowa event ever. 194 official entries for 'Corowa 30' was a fantastic effort by all concerned. The 2010 event planning is well underway, thanks to our excellent Committee. The change to the forming up for the parade on the Saturday worked extremely well and we will continue with that format this time.

I would like to thank Alex McPherson, who has resigned from KVE Inc, for his input and planning during our formative years. His traffic management planning has set us up well for the future.

To those who have now joined the Committee of KVE Inc, thank you. There will be many times when you will be called upon to ensure the continuous and safe running of 'Corowa', and to those members not on the Committee, we will look to you for your assistance as well.

Planning is well underway with all aspects of the event being closely looked at.

It is pleasing to see the continuous support from the local businesses in Corowa, and such groups as the RSL, VRA, Skydiving Club, and most importantly the Shire Council.

In closing, I wish you all the best for the 2010 Corowa event.

Rick Cove
President



Vice President's Report

Since Corowa 09 there has not been a lot for the Vice President to do, so not a lot to report everything is coming along nicely with the AGM just having been held in Corowa. Thanks to Tabatha and Tim Hughes for their hospitality out at the airport. There are already 80 odd entries in the system, so please keep them coming in.

It is great to see that Ben has updated the website, a new format and everything that's needed to know for 2010 this is the place to go for the most up to date information. If you have any photos or stories that you would like added to the website the gallery and reports pages are still to be updated.

I am actually heading to Corowa this afternoon to take up my Tandem parachute jump that I won at the auction last year.

If you have any ideas/ donations for next year's auction please start to get them organised. Steve the auctioneer from last year has been invited back.

Looking forward to seeing everyone in March 2010

Tim Scriven

Secretary / Public Relations Report

Secretaries / Public Relations Report

This report contains some updated information. Please read carefully and contact me if you have any questions or concerns. Thank you to the people who have sent emails and private messages regarding our KVE newsletters. To spread the word, please forward this newsletter onto other enthusiasts. Many thanks to people who have contributed and particularly Ben Hemmings who has put the final product together and updated the website. We are looking for articles from participants for our next newsletter which will go out in late January 2010. For any contributions or to be included on the database please send via email to me: kveinc@optusnet.com.au

Assistance has been offered from a number of local businesses. We look forward to having more associations with the locals in the future. Thanks to The Corowa Shire Council, Ball Park Caravan Park, Jump Shak, Corowa Tourist Information Centre, Corowa Free Press, The Royal Hotel and The Statesman Motel.

Media coverage on Corowa 2009:

This year we received a large amount of media coverage. The Border Mail at Albury did a few articles and Prime TV came across to Maurice Wilson's property and did a feature which ran the evening news. The Corowa Free Press attended a number of our functions and had a great selection of photos.

Owner/Driver April 2009: Pages 32 & 33

Truckin Life May 2009: pages 56 & 57

Jeep Action Australia has an article in the July edition.

The Pathfinder Magazine:

Military Machines International November 2009 issue.

Changes to the entry of Ball Park Caravan Park

Just remember that prior to our event in 2009 there were changes to the entry to Ball Park. If coming from Victoria you turn right at the bottom of the Bowling Club (where the original entry used to be) and if you are in NSW heading towards Victoria you turn left just after the Bowling Club.

Entry Forms:

Please send your entry form in ASAP. Those who have pre-registered by 28th February will receive free mementoes and an official participant pack. Those who have provided us with the details of the vehicle they will be bringing will have a completed certificate in the pack. If you change your mind and decide to bring another vehicle please let us know so we can ensure the right certificate is in the pack. If you don't pre-register then you will receive a certificate but you will have to get it completed. Last year there were a number of certificates which weren't collected after people didn't pre-register for the event.

Entry Fee - \$10 per vehicle

I now have over 90 official vehicle entry forms and a number of entrants who are still unsure of what vehicle they are bringing to Corowa next year. I would like to encourage all participants to send in a form with a \$10 entry fee as you will receive more than \$10 in return. Some people are not bringing vehicles but are keen to receive the package and mementos we will be handing out.

It is great to see people supporting the themes each year. I am looking forward to receiving more entry forms over the next few months.

Swim-In Site Office

The Corowa Council are kindly providing the site office at Ball Park Caravan Park.

The suggested times are:

Monday and Tuesday 8.30-10.30am & 3.00-6.00pm.

Wednesday, Thursday and Friday. 8.30-6.00pm

There will be a site office at Corowa Airport on Saturday morning.

We are expecting a record number of vehicles at the event in 2010. When you arrive in town please make your way down to our Site Office at Ball Park Caravan Park to officially register in and receive your vehicle number, participant pack etc. The official form you will be completing will ask Jeep owners to let us know if they are taking their trailer in the parade.

Secretary / Public Relations Report

John Oldenmenger will be looking at our forms and determining the parade layout according to the number of Jeeps.

Please let me know if you are able to help man the Site Office. There are many new faces and it is always a good opportunity to meet people. A list of duties will be provided so that anyone can help with this task. We do require a member from KVE to be on each shift and we would like to invite other participants to help out.

Important update on the Parade

John Oldenmenger has provided KVE with a suggested plan for the parade and line up for the photo shoot. John will require assistance with the marshalling of vehicles. Considering the large quantity of jeeps expected at next year's event he proposes the following line up for the parade.

Tracked vehicles (if any) are to travel from airport to old line up area at Ballpark (like last year).

These vehicles will lead the parade into the airport, and will be placed in an appropriate space depending on the number in this category. The Jeeps will follow the tracked vehicles and then the motorbikes.

Bangerang Park will be the location again for the main line up before the parade.

The very front of the parade will be the Bantam jeeps (if any) followed by the Ford Pigmy and GPs.

These vehicles will be followed by the special body jeeps like 6x6, desert units (cut down type), follow me jeeps, fire fighting, radio, machinegun, ambulance, GPAs, slatbar (at least one) and any other body conversion that is genuine army / air force or navy.

The next series of vehicles will be jeeps towing trailers, followed by all standard jeeps.

The whole line up will be divided in two sections through the centre, left line up (as seen from the front) will be Willys jeeps, and these will be fitted with a yellow stick-on laminated label on the bumper bar.

The right hand side will be Ford jeeps provided with a blue label on the bumper bar.

Composite jeeps like Wilfords etc will be determined by registration, if on permit by determination of authority.

On arrival at Bangerang jeeps will directly split into the Ford or Willys line up, vehicles that have not been registered by KVE will be diverted into the loading dock area where registration can proceed without blocking access road into the car park.

Once registered, these vehicles can continue to the correct line up area.

Jeeps for special body line up will have two coloured labels, blue - Ford or yellow – Willys and a green sticker for special line up.

The parade will be as follows:

- tracked vehicles

- special jeeps

- Ford and Willys with trailer alternately merged by Marshall in to the parade.

- standard Ford and Willys, again alternately merged by Marshall

- motorcycles (who will flank front jeep line up)

- staff cars

- Austin champs

- Landrovers

- Dodges

- GMCs

- Studebakers

- Any miscellaneous vehicles

John will provide a plastic tape that will be laid through the centre of the ground to make a dividing between Ford and Willys displays.

We will require a person to be the leader of each group of vehicles. The person will join the parade at the appropriate time and ensure the vehicles following line up at the Airport in the required places.

Secretary / Public Relations Report

Awards & Voting Form

In each person's participant pack you will receive a Voting Form. This will give you an opportunity to nominate people for awards and also suggest a theme for 2014.

VOTING FORM

Please put this form in the Suggestion Box by 12 midday on Saturday 13th March. At 1200hrs this box will be cleared and any forms received after this will not be included. We need time to count and organize the results for the presentations on Saturday night.

Awards: Please give the person's name and the reason for them to be considered for an Award.

Mal Mackay Memorial Award: This award will be given to an individual who appears to get the most enjoyment out of being at Corowa.

Name: Reason why:

Hard Luck award:

Name: Reason why:

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

Auction:

Donations for the auction would be greatly appreciated. Please bring them to the Site Office at Ball Park and hand them to a KVE member. We have an auctioneer from town running the auction and this money goes towards our insurance and running costs of the event.

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 with knowledge of 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 704748.

The cost will be \$10 per person, per night for a powered site and at this stage 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 2009 I would be getting in early.

Contact Sonia & Andrew Palmer on (02) 60331426

Secretary / Public Relations Report

Other Accommodation options:

The Swim-in attracts lots of people into town and if you require other accommodation the best people to contact are the Corowa Tourist Information Centre on 1800 814 054 or send an email to corinfo@dragnet.com.au They will be able to assist you with find a bed in town.

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.

Volunteers are required for the following:

Site Office at Ball Park Caravan Park

Setting up the vehicle arena at Corowa Airport

Taking down the vehicle arena at Corowa Airport

Marshalls for the parade on Saturday

Lest We Forget Them Memorial Board

In 2009 we set up a Memorial Board for military vehicle enthusiasts who have passed away. We would like people from all states to help by obtaining a photo and information on people who have passed away. We would like you to provide an A4 page including details on their associations with Corowa. If you are able to laminate this please do so otherwise hand to a KVE member at the Site Office.

Motorkhana

Scott Rough would like to hold a Motorkhana for vehicles on the Saturday at 1pm. Please refer to Scott's report.

Billy Cart Races

It has been suggested that we have an activity for the children. Please refer to Euan McDonald's report.

Programme of events – updated information

Tuesday 9th March: Visit to Bandiana

1.00pm: Visit The Army Museum Bandiana.

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

We are looking for a selection of vehicles to take to the Karinya Aged Care Facility at 10am. After a successful visit in 2008 we have been asked back to the aged care facility. They will probably be putting on a sausage sizzle.

2 PM: Billy Cart Races

Thursday 12th March: Trip to Maurice Wilson's property

10.00am departure from Corowa Airport: We have been invited again to Maurice Wilson's property on the outskirts of Corowa. This is an ideal location if the amphibious vehicles are able to do a trip down the river. Feel free to pack some lunch.

6.00pm: Corowa RSL Betterment Parade, Corowa - **Lang Kidby** will talk on the **World War Two Military Vehicle Convoy Istanbul to Normandy: 65th Anniversary of the D-Day landings** in. At this stage the plan is for the RSL club to provide some finger food and we will buy our own drinks. (It is not a dinner function.) It will probably finish at 7.30pm so please come along.

Friday 12th March: Trip to Chiltern:

Plans are still being finalised. At the moment we may do a visit to the Wahgunyah Primary School, a bush run and a visit to the Historic town of Chiltern.

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

7.30am onwards: Commence forming up for the parade.

9am sharp. Parade commences from Bangerang Park

Secretary / Public Relations Report

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 obtain your vehicle number.

After the parade, follow directions for parking your vehicle so we can organise 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.

9.45am: Swap Meet at Corowa Airport. 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.

12.30pm: MLU Forum group photo and MVCA group photo

1.00pm: Motorkhana at Corowa Airport followed by Billy Cart Races

Saturday 13th March: Auction and Presentations

7.30pm SHARP: Come and support the **Auction and presentations on Saturday evening**. We will not be organising a meal on the Saturday evening. There is bound to be a combination of items of interest.

Sunday 14th March:

10.00am: KVE Inc General Meeting

6.30pm onwards: For people staying on until Monday come along to The Royal Hotel for a final dinner. There will be a specials board.

2009 Year of DVD

This will be available at the 2010 event. Keith Webb will be making a 2010 DVD so please be prepared to be filmed to be part of this new DVD. Keith is looking for unusual Jeep stories or restorations, as well as filming some good action at the event.

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!

Joining KVE Inc

To be apart of the organising of the Swim-In in the future you are welcome to join KVE Inc. You can download a Membership Application Form off the website or ask me for a copy. We will be having a meeting at Corowa on Sunday 14th March so you are welcome to attend.

With only 4 months until the event I hope the restoration of your vehicles is going well. If you don't quite make it there this year we look forward to seeing you there next year.

Until next time,

Jan Thompson - Secretary

Planned Military Vehicle Motorkhana Event at 2010

The Military Vehicle Motorkhana organised by Scott Rough.

It will be some obstacles/ challenges. Here are a few examples:

1. **Enemy shelling**, A slalom through cone which will be adjusted to the size off the vehicle
2. **Refuel Stop**, the vehicle is parked in a bay and 2 full jerry cans are carried around the vehicle
3. **Stack the stores**, the vehicle is reversed into a bay and the ammo boxes/ jerry cans need to be collected and stacked before the vehicle can be moved.
4. **Change a flat**, the vehicle moves to another bay, a jack it placed under the front and jacked up to touch the vehicle then a tyre is rolled around the vehicle and then the jack removed and the vehicle is released
5. **Grab a trailer**, The vehicle is reversed to the next bay to hook up to trailer.

R&R the vehicle is reversed into the last bay and the camp stretcher is erected and finish.

Each vehicle needs a crew of 2

All reversing section needs to be under the guide of your offsider.

I will need an umpire at each challenge. (If you are able to help please contact Scott Rough on 0419 545 801

This is not a speed event, but a skill challenge. Only timing will be when the vehicle enters the bays

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

KVE Billy Kart Race



Wednesday the 10th March, 2010

At 2pm

**And
Saturday 13th March 2010**

From 1pm following the Motorkhana.

Open to all ages.

All Billy carts are to be home made and incorporate a part from a military vehicle.

All kids must have fun.

For further information contact Euan McDonald 0419 362479

Corowa - From Sarah Bush

Corowa – whoohooo!! That’s the reaction you get from the Bush kids when we say we are going to Corowa again. What a fun time we have there. Over the years I (Sarah – mum) have now learnt that we can have a great family holiday as long as you know before going that we may not see dad for the whole week!! There are people to see, chats to have, photo’s and stories to share and news to catch up on. We have a special group of friends that we only see at Corowa once a year, these are friendships I treasure and look forward to reconnecting with these folk each year. I’m glad for the day and age of mobile phones cause as at least if dad is on the other side of the caravan park or off on an adventure with Scrivo in a tank somewhere – he is only a phone call away.

I first went to Corowa as a 17 year old dating a “guy - Bushy”, now my husband, who along with his father were fanatical about their military “stuff”. Little did I know that I was heading into a life long journey into the depths of anything camo, olive drab, rusty or just plain old... military memorabilia and collecting. So much so we ended at a tip on our honeymoon cause someone knew someone who knew something about some stuff that was seen there – needless to say we found nothing..... and we are still married 15 years later. We even left our wedding reception plonked on top of a Ferret Scout Car proudly driven by my Father-in-Law.

So all these years later, we have been to Corowa many times, there have been a few years missed, but we try and make the effort – even once when I was 37 weeks pregnant! We pitch the tent, pack the bikes and bathers and the kids spend many hours in the pool. Then on action night the kids and Bushy spend far too much money on things we don’t really need but we all have so much fun and the bidding becomes addictive!! Last year our daughter even bought something that I had originally donated!!!

If we don’t feel like being involved in every planned activity then that is OK as we just have some chilling out time as you would on any other holiday, go to the pool, shopping, walking, exploring the river and not to mention endless cuppas with everyone passing by.

The kids experience things that only being at this event can offer. They have had rides in and on many more military vehicles than most keen collectors. How many kids can say they have been through a McDonalds drive though in an Army Tank - Bren Gun Carrier? Our son did this with Scrivo last year – something he remembers with a smile on his face! We always look forward to a ride in one or more of the Amphibious vehicles too.

The parade would have to be a highlight. Waiting with anticipation just how many vehicles will register right up till the last minute and will we bet last year’s record before we head off down the road when the parade gets underway.

So if you are reading this thinking, “My wife never wants to come” or “It won’t be much fun, what will I do” or “is it really worth making the effort” I say yes, yes, yes!!! More and more each year we see many more, ladies, families and kids being involved and it’s really helping grow the event into something that the whole family can enjoy. There are plenty of planned activities, trips and outings you can choose to participate in.

There are still the “boys camp” sections of the park – and that’s great to see all the lads together camping out and have some male bonding time too!!

So all in all, bring on Corowa – come one come all!!!

Sarah Bush, wife to David “Bushy” Bush, Mum to Jacob 13, Zoe 11 and Keziah 7.

Sarah Bush

Kerang Show—Tim Scriven

Kerang Show October 6th 2009

Report by Tim Scriven

This year the Kerang Agricultural Show celebrated it's 125th year, over the preceding few months a number of the Show committee had approached me to display some of my vehicle's at the show, specifically they wanted the 'Tank'..

As you would all appreciate moving any Armoured vehicle is a bit of a mission at the best of times, and the effort required to move it 3 km's or 300 km's is not that much more if a truck is required, as the Stuart is under the red plate scheme in Victoria the easiest and the most fun way to get it to the show was to drive it there.

So at 8.30 am some of the local law enforcement officer's provided me with an escort to the show grounds, roughly a 3 km journey, the first convoy consisted of the Stuart, the Bren Carrier and my Dodge WC56 Command Car. I am reliably informed that a number of people who were enjoying their sleep in due to the full day holiday in Kerang, and some chickens, were none to impressed with a 7 cylinder aircraft radial powered tank running up the street at 25 km's.

We then came back to work and picked up the F60L Blitz Portee with the 2 Pdr anti- tank gun mounted and the DUKW.

The local museum also had a number of horse drawn implement's some vintage tractors and a vintage car present, all in all a very nice display.

At the KVE annual general meeting Jan Thompson had provided me with a number of articles from the previous two years at Corowa, so I mounted these to boards and displayed the articles to the public. The vehicles and the articles certainly created quite a bit of interest and many questions were asked.

The grand parade was not all that grand I am afraid to say, but the DUKW and the Bren Carrier trundling around the trotting track still looked quite impressive.

At about 4.00 pm we then returned the whole convoy of vehicles back to their sheds.

A nice way to spend a day's holiday and it's not every year that you can say that you drove your Stuart Tank around town on your birthday. I will remember this one for a while.



Kerang Show - Tim Scriven



World War Two Military Vehicle Convoy—Istanbul to Normandy

The arrival at the Hydarpassa Port in Istanbul, Turkey of 15 restored World War Two military vehicles began another adventure for Brisbane, Australia couple Lang and Bev Kidby. An initial suggestion by them that they would be willing to lead such a trip soon had the 15 available places filled by enthusiasts from all over Australia and New Zealand.

The mainly husband and wife teams arrived by air and after a long day at the port, wending their way through the intricacies of Turkish bureaucracy and customs, the rather anxious team drove out the gate. For many people this was the first time driving on the “wrong” side of the road and to be thrown into Istanbul traffic in their 70 year old vehicles caused no little angst to number of drivers.

While Lang fought the battle at the port, Bev, in her usual role of administrator, found and organized the issue of essential road liability insurance at the Turkish Motor Club on the opposite side of the city after numerous other insurance companies denied coverage on the basis of the age of the vehicles.

It was an impressive group assembled at a small car park near the hotel ready to head west the next morning. The team included 5 jeeps, 3 large trucks, a motor cycle and 6 medium vehicles. All the vehicles were resplendent in their original WW2 Australian or New Zealand military markings. As usual, despite numerous news letters and emails, Lang found many of the crews totally unprepared for the journey. Quite a few were setting off across the world with no maps presumably hoping to follow someone else!

Everyone had been told their GPS navigators either would not work or have minimum coverage until we reached Italy but, like all religious people, many put total faith in their little electronic gods. The stress of getting out of Istanbul was very high for many people but an excellent lesson that God helps those who help themselves. Map sales in Turkey increased the next day.

Lang and Bev had deliberately planned the trip to be free running and not a formal military convoy. Each crew would be able to start and stop where they wanted during the day and meet at the camp site Bev had found each evening. Although the immediate application of this independent travel plan caused a good deal of stress on day one to those people new to foreign travel or the ill-prepared crews it had the effect of raising self reliance and confidence very quickly.

Most people quickly became confident of acting independently or formed small bands of two or three vehicles led by a confident but possibly no better navigator. Everybody got lost from time to time, including Lang and Bev, but the test is how the situation is recovered.

The first stop was in a nice camp ground on the Gallipoli Peninsula only 5 minute’s drive from ANZAC Cove. Having our own vehicles was an excellent advantage and the following beautifully sunny day was spent touring the significant military sites and walking the ground of this courageous but fruitless campaign. The impact on many people was significant and 3 vehicles opted to spend a second day and catch up with the mob later.

World War Two Military Vehicle Convoy—Istanbul to Normandy

A wet drive the next day to Alexandroupolis saw us enter Greece and the EU. Quite a number chose to go into a motel beside the camp ground to avoid putting up their tents in the rain. This was the only night on the 6 week trip that this happened as people became used to the gypsy life and learned to cope comfortably with any conditions. The vehicles were running well and everyone was becoming comfortable with their machines as we covered 250/300km per day.

The run to Athens included a day driving around the spectacular and rugged island of Thassos and a day in the mountains near Mount Olympus. Bev was managing to find excellent camp sites and the crews were starting to do individual side trips as the strangeness wore off, adding to the pleasure of the adventure and excellent group morale.

The reception by the Greeks of our Australian and New Zealand military vehicles was outstanding. Many older people had fond memories of the efforts by these countries to stem the German invasion of WW2 and praise was high. Younger people of course wanted to find out if you knew their cousin George who lived in Melbourne (the largest Greek population in the world outside Greece). “Short guy, dark hair?” “Yes! That’s him!” “He lives next door to my mother.”

The next adventure involved an overnight ferry from Athens/Pireaus Port to Iraklion on Crete. The cost of this travel is not cheap and vehicles are charged according to size but Lang had made the bookings using rather optimistic minimum dimensions for the larger vehicles. He was very worried about discovering a person with a tape measuring vehicles as they drove onto the ferry which would have added a couple of thousand dollars to the total bill.

Gathering everyone in a nose to tail line Lang set off in the Chev up the ramp with all 15 tickets gripped in his hand. As hoped, the crewman started to try to check vehicles against tickets but it all became too difficult and he just asked how many vehicles, counted the tickets and tore off all the stubs in a bundle, waving us up the ramp in a noisy revving caterpillar.

The 5 days in Crete was the highlight of the whole trip for many people. The crews visited all the significant ANZAC battle sites, drove spectacular switchback roads through rugged mountains and saw some of the most starkly beautiful scenery in the world. Many people have mentioned placing Crete on their “must-do” holiday lists. Australians and New Zealanders are almost revered on Crete for their WW2 efforts and we were well received everywhere. We eventually gave up beautiful camp sites and evenings at outdoor tables alongside 2,000 year old harbours to return to Athens (using the rush the gate ticketing method once again).

The ferry from Patra to Ancona in Italy was made interesting by the fact Lang had warned everyone to be aware of illegal immigrants stowing away. Dave Mottram foiled two leaping into his truck and the police were combing the vehicle waiting area of the port removing people from beneath semi-trailers. As Lang drove up the ferry ramp the police discovered a foot sticking out from the blankets in the back of the

World War Two Military Vehicle Convoy—Istanbul to Normandy

Chevrolet. Everyone thought it was a great joke that after all his warnings to everyone else that a free-loader was being hauled out of the back of his vehicle.

On arrival in Ancona, Italy we were joined by Herman Pfauter in his 1941 Chevrolet 1 ½ ton to make the team now 16 vehicles. The closure of the planned camp ground was fortuitous as it caused a 100km drive to Urbino, one of the most beautiful walled cities in eastern Italy. The next day we drove to the wonderful Medici town of Scarperia, north of Florence. The Italian Military Vehicle club welcomed us and a great night was had with their generously supplied beer talking military vehicles in broken Italian/English.

In Pisa, with a brazen early morning illegal group assembly in front of the leaning tower for photos, Lang stalled the two policewomen (like all Italian policewomen, former beauty queens) waving their arms and telling him nobody was allowed to be there. A couple of Koala Bears pinned to their adequately filled breast pockets pleased both Lang and the policewomen for different reasons and it was smiles all around.

A wonderful coastal drive past Genoa ended in the tiny Ligurian village of Garlenda. It was here (the headquarters of the Fiat 500 Car Club – the largest car club in the world) that Lang and Bev had been received so well on their world circumnavigation in a tiny Fiat 500 two years previously – see the web site www.next-horizon.org.

A large sign at the entrance to this 700 population village said “Welcome Our Aus and NZ Friends” another at the Fiat 500 museum said “Welcome Back Lang and Bev”. After getting set up at the small camp-ground people were surprised when members of a full brass band started to arrive. Shortly thereafter we all set off piled on the Chev and the jeeps, because the streets were too narrow for the trucks, behind the band for a full 2 kilometre parade through the town.

This was followed by a tour of the new Fiat 500 museum, drinks and eats at the tennis club (with more band music) before a full sit-down dinner complete with flowing wine and numerous colourful speeches by all and sundry and several presentations. Nobody had experienced such a day in their lives.

The two day stop at the top of beautiful Lake Maggiore was followed by the long winding climb to the top of the Semplon Pass. Few vehicles go on this narrow road now as most go by tunnel through the mountain. Despite there being snow on the ground all the vehicles overheated to some degree on the switchback road but were rewarded by the most spectacular views of the Alps on a cloudless sunny day.

Brakes were sorely tested on the descent into the Brig valley, the headwaters of the Rhone River. A novelty was the Furka Train which entailed driving on to the carriages then sitting in your vehicle in the pitch black darkness for the 20 minute run through the mountain. The sunshine outside fooled the jeep people into remaining in shirtsleeves and they were frozen as they popped out of the hole on the other side. The day was completed by a beautiful campsite high above the lakes. A few people were given the sales tour of the world headquarters of the Orange People next door but they gained no recruits.

World War Two Military Vehicle Convoy—Istanbul to Normandy

Leaving Switzerland the crew went to Mulhouse with its fabulous car and railway museums then through France to Verdun. A day off here to visit the Citadel and French National war Memorial staggered the imagination to realize half a million men had died within 5 kilometres of where we stood during WWI.

The nervous tension in the crowd was obvious as we set out for our next camp ground in the Bois de Boulogne right in the middle of Paris. Most people found that Paris driving was no more difficult than any other big city and a relieved bunch happily put up their tents and set off to see the sights. A highlight was a visit to the French Military Vehicle Club which has 3 large sheds on an old military base just outside Paris. Club members welcomed the visitors, showed them a huge collection of vehicles complete or under restoration then put on a great lunch.

Driving to our stop at the must-do Mont St Michel on the coast between Brittany and Normandy everyone was caught up in a farmers' blockade which jammed the main roads. Most people diverted by country lanes in a circular route to the destination but some of the jeep people drove up to the tractor road block. They told the farmers what they were doing with the result a tractor was moved to let them through and several litres of free milk were stacked in their vehicles.

From Mont St Michel the team headed north to the farm of Peter and Marjorie Tombs – expatriate English who have a great collection of military vehicles. Lang and Bev have been friends of the Tombs for many years and Peter and Marjorie provided, at no cost, a huge barbecue and drinks for over 30 people. The night was set off by a wonderful guitarist from next door accompanied by our members Dale on guitar and Sam on saxophone.

Arriving at Etreham near Bayeux the serious part of the trip began. For the next 8 days the vehicles joined with 3,000 other restored military vehicles from around the world to celebrate the 65th anniversary of the D-Day landings. Numerous convoys, individual trips, fireworks and parachute drops filled the time. The grand finale was a 200 vehicle run along the beach to Arromanches on 6th June. The ANZAC vehicles were celebrities wherever they went. The eastern Europeans thought themselves in the running for an award for a 1,000km drive until they heard the ANZAC speedos had just passed 6,000km since leaving Istanbul!

Lang and Bev's friends, Franck and Anna Bailleul, invited everyone to a garden party near Villers Bocage south of Caen. Dress was "Resistance Chic" and most made an effort to look the part. Heavy rain during the day turned the event into a sit down meal and 5 star food and wine flowed throughout the night in Franck and Anna's fabulous 18th century chateau. Just prior to arriving at the chateau the crew held a wreath laying ceremony at the nearby Typhoon pilot memorial which contains many Australian and New Zealand names of people killed in this most dangerous ground attack activity during the D-Day period.

Leaving Normandy the expedition went via Dieppe into the WWI areas north of Paris. We stayed at Le Hamel on the Somme on the first night near the new Australian memorial commemorating the Australian General Monash's brilliant attack which included the first properly coordinated infantry/tank action, the first resupply of ammunition to troops in action by aircraft and several other tactical innovations.



World War Two Military Vehicle Convoy—Istanbul to Normandy

It was also the first time a small number (1,000) of the newly arrived Americans was put into action with the battle-hardened Australians to gain experience.

A visit to the Australian National Memorial at Villers Bretonneux was followed by a campsite next evening near Ieper/Ypres. Everyone went to the evening Last Post ceremony at the Menin gate through which hundreds of thousands of soldiers passed to join the slaughter in the salient. The gate has 64,000 names of missing soldiers with no known grave killed in the immediate vicinity.

That evening we all pooled the remaining food – and wine – and had the final party. The following day the group dispersed, some to go direct to the shipping port of Antwerp, others to continue in UK for a few more weeks.

This was undoubtedly a highly successful expedition. Everywhere, in every country, the vehicles were received with enthusiasm by the general public. Those with knowledge of these old vehicles were astonished by the audacity of the concept to attempt to get such a large group such a long distance.

Despite regular small problems, the crews managed to keep the vehicles on the road for 6 weeks. The decision to encourage free running allowed people to go their own way during the day with the result, friction between personalities was almost non-existent and morale remained high throughout.

We were proud to have represented Australian and New Zealand historical achievements and commemorate the sacrifices our forefathers made in a high profile and internationally well received manner.

Lang Kidby

Daimler Scout Cars—Richard Farrant

The Daimler Scout Car, built between 1939 and 1945 was very advanced in its transmission mechanics and ahead of its time. It can now be seen to be the mother of a range of vehicles right through to the CVR(W) Fox and Vixen (had to mention the Vixen as I know that a prototype is in captivity in NSW) of the 1970's. Others with transmissions based on the scout car's layout are the larger Daimler Armoured Car, Ferret, Saracen, Saladin, etc.

The design was from the BSA company in Birmingham, they owned Daimler in Coventry so were able to utilise a suitable engine from their DB18 car. The scout car design from BSA was one of several put forward to the War Office around 1938.

Another one was from Alvis and named "Dingo", with the subsequent acceptance of the BSA Scout, the name Dingo quickly passed on to its competitor. BSA passed the manufacture of the Scout Car over to Daimler in Coventry as their factory was well occupied with output of motorcycles and armaments for the military.

The Daimler took on the unofficial name of Dingo almost straight away, although never written in official documents it was named as such in a picture feature in the London Illustrated News in 1940.

Just over 6,500 were built by 1945, going through from Mk1 to Mk3. The early Mk1 models had four wheel steering as well as permanent four wheel drive. The four wheel steering could be dangerous in certain circumstances and was "locked off" after a period and later vehicles were redesigned to omit this feature.

Other than this there were very few major changes, one other notable one was a folding steel roof on early vehicles, it was found to be dangerous in that it could come unlocked from the open travelling position and come forward to hit the crews heads. A few of these vehicles in preservation have folding roofs, but mostly these are reproductions, most of them have the more practical canvas cover.

I am aware of at least two examples of the Scout Car in Australia, but am sure those owners of Ferrets are interested in the predecessor. For those that do not know about the vehicles transmission, it is known as the "H" layout. Drive from the Daimler 2.5 litre 6 cyl ohv engine goes through a fluid flywheel into a 5 speed Wilson pre-selector transmission, then into a transfer box which will drive in forward or reverse, allowing the driver to use all five gears in either direction.

Within this transfer box is a differential, gear trains either side of the differential lead to four drive flanges, two facing forward and two to the rear. Driveshafts connect the flanges to a bevel drive box within the chassis at each wheel position. The suspension is fully independent with double wishbones, coil springs and lever shock absorbers, drive from the bevel box to hub is through two Tracta joints which run in oil.

No reduction hubs were used in this vehicle although they were on the Armoured Car and all subsequent vehicles with this form of layout.

Without going too deep into the details of the vehicle, they were intended for scouting, liaison and recce work, so had the thickest armour to the fore, the vertical plate in front of the crew was one inch (25mm), if enemy fire was encountered, then all gears in reverse could be utilised.

The drivers seat is positioned at a slight angle to enable him to turn back over his left shoulder and look through a large flap behind him, all this whilst his Observer was laying down fire with the Bren gun towards the front no doubt. The basic hull design was used by Ford Canada to produce the Lynx, which I know are still to be seen in collections in Australia and elsewhere.



Daimler Scout Cars—Richard Farrant

Another copy was by Lancia in Italy, known as the Lince, one is being restored utilising some Daimler parts as it is that much of a copy. The Daimler Dingo survived in British Army service until the last were disposed of around 1967, others had been transferred to countries around the world, after the war, such as France, Portugal, Burma, etc.

They are very popular with military vehicle collectors although the constant servicing of awkward to get at oil fillers is a chore. A Dingo Register exists and around 140 examples are on it last I heard, and a few more non-restored ones are still around.

My own one was found in 1980, not complete. After working for the army in a major workshop, I started my own business when the workshop closed down. So for the last 13 + years I have been repairing and restoring ex-military vehicles of all types, for museums and collectors.

With a deep knowledge of the intricate design, I have undertaken the restoration work on quite a number of Dingos over these years, with some photos here to show the vehicle under the covers and appreciate its design. A delight to drive, although those of us over six foot tall it is a bit tight on leg room, with no means of putting the seat back.

With the No.19 Wireless Set installed and a crewman beside you it is short of any storage space inside, so much use is made of the four lockers and top of engine cover for additional kit. One of the major problems with running a Dingo on the road is the tyres, an uncommon type.

Originally they were a runflat type with tube and bead spacer, as Ferret, Saracen, etc. then another version was introduced, with a thicker casing. This allowed the tyre to be used without an inner tube, but still with a bead spacer, thus no air needed. The last of these tyres were made by Dunlop around 1958, any good tyres are sought after and they have to be matched for tread depth due to the constant 4wd.

I found an answer, which although not visually correct, allows good use of the vehicle on the road without shortening the life of rare tyres. These are a truck tyre from the USA, used with a tube conventionally, as the chance of being shot at, is slim, they do the job just as well.

If anyone wants more information on one of these vehicles, please email me; fv.restorations@btinternet.com

Richard Farrant

Corowa 2010—Replica Firearms



IMITATION OR REPLICA FIREARMS AT COROWA 2010 “THE YEAR OF THE JEEP”.

There has been a request from some Jeep owners to ‘Dress Up their Jeeps’, to include imitation firearms. KVE Inc. does not as a rule consider this a bad idea.

BUT!!! The rules governing imitation or replica firearms in New South Wales are extremely harsh.

The only way for individual persons to display these items are if they have the correct New South Wales Permits. These Permits will have to be presented to the KVE Inc. Committee (and the Police ,if requested by them) before any display.

The approved items can ONLY be displayed at the Airport on Saturday.

There will be no carrying of weapons at any other time or venue during this event.

The Security arrangements for storage also must meet the New South Wales Regulations at all times.

Go to:- www.police.nsw.gov.au/firearms,

And also familiarise yourselves with the *Firearms Act 1996* and *Firearms Regulations 2006*

found at www.legislation.nsw.gov.au

We have familiarised ourselves, so now it's up to you.

KVE Inc. as the organisers of this event, has the last say regarding any weapons - Real, Imitation or Replica put on display.

Vehicle Research - By Rick Cove

How many of you know the history of your vehicle? How many have a sign to display for the public to read? (The public are normally more interested in the vehicle's actual history than the vehicle itself.)

2010 is the "YEAR of the JEEP", and I'm sure that all Jeeps are not the same. They may look like each other, but each has a story to tell.

It is very important to research this history and to display it for all to read.

The history is known in the prestige vintage vehicle movement as a *Vehicle's Provenance*. The more that is known about the individual vehicle the more valuable it may become.

Take for example the Cars of the Film Stars. Once it is proven that a vehicle belonged to a film star, for example, Elvis Presley, the value would increase by many thousands of dollars.



Another example is the Horch used by Rommel in the Middle East. That car has recently been restored and its Provenance proven. The value went from a mere \$15,000, to well in excess of \$2,000,000.

Now I'm not saying that we do have such vehicles, but do we? Only by doing your research will you find out. Only by making up an Information Board will the public know of the vehicle's Provenance.

So where do we start. Information from the previous owner can help, but that may have been exaggerated here and there. This happens especially when they are trying to sell an item. The Archives at the Australian War Memorial are worth a visit. Access is available to the Registration Lists and you may be lucky enough to find the Registration Number, Chassis Number and Engine Number as well as to whom or where it was sent for disposal. Unfortunately they can't tell you where it was used within its lifetime. Take your digital camera with you as the AWM won't photocopy any more, but you are able to photograph the pages.

The AOMC is also a good starting place with their Engine Number records.

I have just returned from Scotland (and other places), and I was fortunate to locate the Albion Archives in the town of Biggar. Four hours of searching provided me with the original build card for my 1916 WWI Albion A10 3ton truck. This was photographed and along with other records, the history of my truck evolved. Quite a few not seen before WWI photos were also copied showing Albions in all parts of the World and in many situations.

I discovered that my truck Chassis No 361A was laid down on the 6th.December 1915 for completion early February 1916. I know what extras it came with and the type of body it originally had. I know its colour, tyre size, lighting and many more interesting details.

I had known some of the details, but now I can update my Information Board to share the details with those interested enough to read them.

So for the "YEAR of the JEEP" and further on, PLEASE make up a sign and tell the world about your pride and joy.

Rick Cove

For Sale / Wanted

40mm Bofors Mk IV Anti Aircraft (AA) gun. Location is Brisbane Australia (East Coast). Data plate is present and marked:

MTG 40mm AA MK IV
RH & Co 1942
Reg No 64688

Elevates and traverses with ease, all movable parts (foot triggers, cocking levers, feed cover, barrel clamp, support legs, etc etc) are all unwelded and in working order. However Gun is deactivated in accordance with section 73.(1) (2) & (5) of the Queensland Weapons Regulations 1996 and the completed Deactivation certificate Form 31 number 1506 will be transferred with ownership.

This Bofors was obtained direct from Australian Defence Force (ADF) stock at Enogerra Army barracks in approx 1997. It is in excellent condition overall, missing only the sight bar which could be readily made, no rust, imperfections, and is a ready to display item. Scarce to find in unaltered condition. As previously stated it was obtained direct from the ADF. Currently stored under cover.

Reason for sale is genuine.

Sales within Australia can only be to appropriately licenced persons. Please ensure you hold your relevant state weapons licences with endorsements. Please note that any sales outside Australia may require Customs and Ministerial approval prior to export.

Price is

\$15,500 for the gun

or

\$17,500:00 with accessories

Will consider a separate price for the gun without accessories or parts. I can assist with loading, but all transport costs to be met by acquirer.

Sights & Optics

One (1) WW2 ring
One (1) Post war ring sight
One (1) WW2 Range finder & fibre board carry case

Display Ammunition

One (1) display clip with 4 rounds,
(post war cases & wood turned projectiles)

One (1) Fibre transit tube for single round 1944

Twelve (12) projectiles wood turned for film work

Alloy 4 round clips dated:

1941 x 2
1942 x 1
WW2 USN x 1
1953 x 2

Rims & Tyres

Five (5) sand blasted & primed 900 x 13 rims, dated:

1941 x 2 Kelsey (Canadian)
1942 x 2 Kelsey (Canadian)



For Sale / Wanted

One pair 900 x 13 Rims with useable Olympic sand grip tyres

Misc

One (1) D^D shovel

One (1) D^D Hessian cammo net 11 ft x 10 ft

One (1) GMH Ammo Box 1942 marked

One (1) GMH ammo box 1943 marked

One (1) Post war ammo box 1962 marked

One pair Regt plates

Please email for further details or information.

Campbell Finlay

w-front@bigpond.net.au



For Sale / Wanted

GMC open cab 6X6. Ex EPT/Rural Fire Service. Clean, straight cab, minor rust along floor line LHS. Never been started by current owner however engine is covered and complete. Gearbox has been water filled. No tray or tyres. Includes hard to find items such as original seats, engine side covers, brush guards, lights and windscreen outer. \$4000. Bob Johnston, Tamworth. Phone (02) 6760 9906 or mobile 0402 903 950

TYRE and RIMS SALE— I have 5 Original COMBAT RIMS and Bar Tread Tyres. The rims were professionally restored and straightened 1992 and are in excellent condition. Tyres 40% wear in good cond. They are a mixture of Aussie Olympics and MRF. The Spare 2% wear only, its a remake "Ford Dearborn Michigan" marked tyre in excellent condition. \$900 the lot, (will not sell them separately). **Also** 2 x P235/75 x R15 Kuhmo Power Guard radial tyres with excellent 70% tread in good condition.

No cuts or repairs to the tread or sidewalls

Ideal for a trailer or travelling spares \$50 each or nearest offer.

Contact MITCH on (02) 9563-8819 (generally business hours or leave a message anytime. or email him at mitchtez@aapt.net.au



For Sale / Wanted

This is the T-Shirt Emblem Design for the shirts for 2010 Rally.

1. There will be T-Shirts on sale at the Rally, If you would like this design on a shirt or jacket of your choice I can get them done by the rally time.
2. All you have to do is send or arrange for me to receive your item of clothing by 20th February 2010. They will be done and delivered to the rally for you to pick up at the rally.
3. If you require the items sooner than the event if you arrange for me to get the items of clothing and include return postage or arrangements for pick up I can have them done in a short time.
4. The cost of the embroidery per item is \$20.00 + postage both ways if required.

Contact Details:

Keith Adam.

C/O Oakdale PO.

NSW 2570.

Mobil: 0415 725 009.

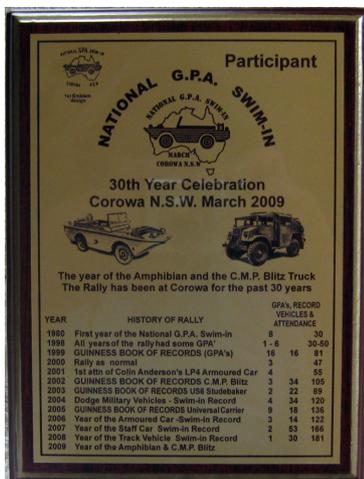
Email: oakdaletableland@westnet.com.au

Payment : can be arranged by Cash, cheque, money order, money transfer.



I have designed a plaque for the Year of the Military Jeep. 2010. The plaque will be on display at Corowa. 2010. I will take your order and when the rally is over and the vehicle numbers are known the plaque will be made and have your name on it and posted to you.

I did this last year and it worked well and it is a visual record of the event with details.



Last years design

The facts stated on the sample plaque can be changed if more accurate fact can be shown to me.

The numbers stated are from Bart H. Vanderveen Observer's Book Directory World War II.

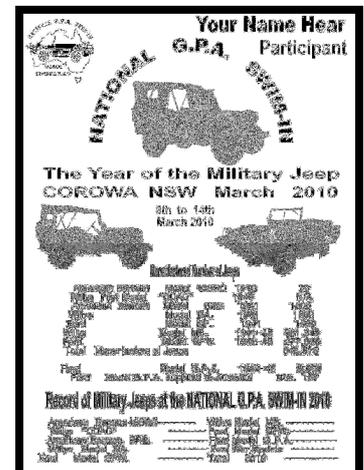
The full set out will be on display at Corowa and orders will be taken from there. I cannot make the final product till after the event so the vehicle numbers can be listed.

Plaque size.

175 mm X 125 mm

Asked Keith Adam.

To see the sample Plaque.



Next years design with some facts of the Jeep nos

For Sale / Wanted

FOR SALE:

Rolling GMC Chassis 1943 with trans/case Timken diffs no wheels or cabin. \$2500.00 or near offer. Also have GMC Soft top cab, Sized engine/gearbox, Late Army Acco model tray contact Gregory O'Meley Orange NSW. 0410 965 342

For Sale: WW2 Canvas Reproductions; Jeep Canvas Roof , Front seat cushions, Back seat cushions, tool roll, windshield cover, combat jackets, headlight covers pair, half doors pair, trailer cover Aust no 4. Available in Desert/Olive Drab/Khaki colours. Price on application. Combat services Victorian Agent; Leon Heynders Tel 0409 400 263 leonheynders@bigpond.com

For 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 or best offer. Contact Robin Mawson 0412958541. Home 0352414610

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

GMC open cab 6X6. Ex EPT/Rural Fire Service. Clean, straight cab, minor rust along floor line LHS. Never been started by current owner however engine is covered and complete. Gearbox has been water filled. No tray or tyres. Includes hard to find items such as original seats, engine side covers, brush guards, lights and windscreen outer. \$4000. Bob Johnston, Tamworth. Phone (02) 6760 9906 or mobile 0402 903 950.

WANTED:

2 pounder anti-tank gun parts and information.

Period photos and information on DUKW's

1125 X 20 tyres

2 Ton Dawn Hand winch

Tim Scriven

Mob: 0419 307225 scrivo@westnet.com.au

MB jeep set of Original rear leaf springs to complete the restoration and would be keen to speak to anyone who may have a spare set to sell. Shane - shaneandkarinda@bigpond.com

Dodge weapons carrier WC-51 in a reasonable parade condition and but will also look at others. I am hoping that it will be a good condition.

If anyone is selling could you please pass on my email, ironrange@bigpond.com

and details .Michael Musumeci, PO BOX 37, Ravenshoe, Qld Ph:07 40976378 or mobile 0429 60 1942

Looking for a very cheap 24 Volt generator. Doesn't have to be military. Laurie Winney Ph: 02 45781531

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



<http://corowaswim-in.org>

KVE Incorporated

Organisers of the annual GPA Swim In

Commences on the long weekend (Victorian
Public Holiday) in March.

Please visit our website for more info.

<http://corowaswim-in.org>

Submissions for this newsletter can be emailed to

kveinc@optusnet.com.au

See you at Corowa in 2010.