



KVE News

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

Edition 12

June 2012



Photos of Corowa 2012 - What it is all about !

**The 34th Annual GPA Swim-in
 & Ex-Military Vehicle Gathering**

Year of the Trailed Equipment and Armoured Vehicle

Monday 11th to Sunday 17th March 2013

Supported by Corowa Shire Council





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Accommodation in Corowa can be difficult to find unless you are camping at Ball Park Caravan Park. 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

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I've been sitting here for a while thinking about the 2012 Corowa Swim-In. What a success it ended up being. We ended up having 22, 6x6 theme vehicles in the total of 165 vehicles which attended the event. Numbers were down due to the weather and the floods throughout the Eastern side of Australia.

The Corowa Shire, in its wisdom, suggested that the Corowa Airport should not be used for this event due to the water-logging of the area. The Shire was happy to revisit the Airport with me on the Tuesday to make a last recommendation concerning its use. The end result was NO Camping, NO Display and NO Swapmeet to be held at the Airport for 2012. How right they were. On the Friday, an inch and a quarter of rain put paid to any Airport use. Hopefully this is a one off, but with the Showgrounds available as well, the Airport may not be KVE's first choice in the future.

It was extremely disappointing to hear some misinformed comments in response to the Corowa Shires decision not to make the Airport available. Most disappointing were the accusations made against some of the Shire staff. The Corowa Shire bent over backwards to assist KVE to find somewhere to relocate to. The Airport is not a proper camping ground and the Shire has allowed us to use it thus far. Bad mouthing the Shire does not help KVE and the Shire to maintain a good relationship in the future.

Having said that, I must thank the people of Corowa who went out of their way to help us to overcome the problems which had arisen due to the weather. Bindaree Caravan Park offered camping at the same rate as had been available at the Airport to those who had to move. The owners also had made available a large area for our display and Swap-Meet if it was required. It wasn't, but the thought was there. The Corowa Show Society bent over backwards to assist us with a fabulous Swapmeet area with plenty of cover and shade. The display area was just large enough, but we have to think hard about next year's theme, The Year of the Trailed Equipment and the Year of the Armoured Vehicle. One option is to use the centre of the racecourse which is part of the Showground area. This will give us plenty of room for all vehicles and trailers and the Swapmeet will be right there too.

KVE was fortunate to receive a Corowa Shire Tourism Grant. Richard F. and Jan T. submitted our application. Thanks from KVE, as the amount of paperwork in an application is amazing. We were the most successful of all the applicants throughout the Shire. Jan has listed the items we received help with further in this newsletter so I'll let you read it there.

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A daily newsletter was available each day thanks to Brian and Richard. It was a great success and keenly sought after each evening.

The Friday evening meal at the Jump Shak was well attended and most stayed to listen to our guest speaker, John Belfield. John kept us entranced as he went through his life in military vehicles, using, collecting and restoring. John finished off with an explanation on how he became "Australia's Oldest Hoon".

I would like to finish this by expressing my heartfelt thanks to all of you who helped make the 2012 Corowa Swim-In such a success. I don't have to name you, as you know who you are. Without your input, Corowa Swim-In just won't happen.

A gentle reminder, July will see our Annual General meeting held at Corowa with the election of Office Bearers, etc. Please give some thought to taking up a position or putting up your hand to help out with next year's Swim-In.

Good luck with your restorations and please enjoy your time on and off the road.

Rick
President - KVE Inc.



Rick and Jill Cove in their White Scout Car

Hi,

Another Swim-In is done and dusted. We are now starting work on next year's event. It was great to meet friends old and new at Corowa this year, and must apologise to those who I may have missed. A week is too short, where does the time gowho said the event should be two weeks?

It has heartening to see and hear the positive responses regarding the participants packs along with the caps and mugs. The special pack edition of the KVE News was a good idea, as there are still many people without internet access, who have never seen a copy, and it did manage to get the information across to everybody. Another good idea came from KVE member, Brian Healey, with the Daily Despatches news-sheet, and after the first edition came out, people were eagerly waiting for the subsequent ones, so we knew the up to date information was getting out to the participants. By an odd coincidence, the news sheet idea was also used for the first time last year at the War & Peace Show in England, and it also was well received, and I understand will be repeated this year.

This issue we have an article from Ian Williams on his Land Rover restoration. I am sure others have similar tales to tell, some amusing and others frustrating, and would very much like to have some more, so get writing to us, a few photos also set the scene as well. Please send to Jan or myself, contact details inside the front page.

Enjoy the read

Richard Farrant - Editor



“The Last Supper”

KVE members who attended the Sunday night dinner at The Royal Hotel.

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33rd Annual GPA Swim-In and Ex-Military Vehicle Gathering at Corowa, NSW, Australia Monday 12th to Sunday 18th March 2012

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

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

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

Corowa Shire is a rural community centrally located between Sydney and Melbourne on the Murray River in New South Wales. Covering an area of 2,407.97km², Corowa Shire has a population of around 11,000 people. Corowa Shire includes the towns of Corowa, Howlong, and Mulwala, and the villages of Balldale, Coreen, Buraja-Lowesdale, Daysdale, Rennie, and Savernake. The Shire has a strong and diverse economy that supports a base of 650 enterprises, and a labour force of 5,768 workers. Corowa Shire is home to a wide array of small to medium sized enterprises ranging from tourism and hospitality to manufacturing and agriculture. The major industries include a piggery feedlot and abattoir, agriculture machinery sales and services, food processors, munitions factory, many

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freight transport companies and thriving tourism, retail and trade businesses. The region is steeped in history, playing a significant role in the 1901 Federation of Australia. The Municipality of Corowa was gazetted on 19 June 1903 and the Shire of Coreen was gazetted on the 16th of May 1906. The Shire of Coreen included the township of Mulwala and the surrounding districts of Balldale, Buraja, Coreen, Daysdale, Lowesdale, Hopefield, Rennie, Savernake and Warragoon. Corowa Shire, formed under the Local Government Act, was gazetted on the 10th of June 1955, with the amalgamation of the NSW Municipality of Corowa and the Shire of Coreen.

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

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

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

With a convoy of mostly old blokes on rough roads and hard seats, there was a need to stop at the park in Berrihan for a break at the amenities block. While not as slow as the ablution stop in Balldale the day before, we never the less lost some time off our table. As with any stop on a Corowa trip, there was apparently lots to talk about and there was some difficulty in getting everyone back in vehicles on the road once more. We had been scheduled to be at Finley Public School at 10.30, so that the pupils could be brought out to see our vehicles before they went to their morning recess. We were running some twenty minutes late, and there wasn't time to process the individual groups that the Principal, Todd Potter, had planned, but we had a large group, formed of a number of classes that were interested in our vehicles. While directed the day before to come in via the front gate, it wasn't exactly obvious where that was, so we went around the block and came in the gate there to get to the playground. Many children came over to look and ask numerous questions during their recess time, and our vehicles were closely investigated by a large part of the school population. My horn got so hot that it started to lose its voice before they were finished with it. All was well once it cooled down a bit. We had 4 Jeeps in various configurations (windscreen down, up, roof on, etc), a couple of Land Rovers, Mokes, etc. for the school to look at. One Jeep had a mechanical problem which was addressed in the street while the visit was happening.

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Leaving the school, everyone landed on the main street to find food to take as their lunch, before heading to the museum at the southern end of town. It was a bit of a surprise to realize that the main street is in fact the Newell Highway! Makes crossing the road a bit more precise than we had been used to. Then, down the Newell to the car park at the museum, where we found more military vehicles. There had been a second group who got away after we left, who had gone to the school but didn't see us around the back. They got confused by our absence and smartly went on to the second destination to wait.

The Finley Log Cabin and Historical Museum is recommended to anyone who likes some hands on aspects to their visit. The members there have been collecting their exhibits for many years, and have a marvellous range of items of interest. There is something for everyone there. As a contingent of addicted collectors, we were in heaven. Most of us don't have a Blackstone air start monster, but these guys have three; a twin, a four cylinder and a real big one! They all got a run on the day. Everyone was intrigued by the silent starting procedure, though the hand priming of fuel and lubricant beforehand would be a bit of a pain if you were starting one on a fire pump! The great blasts of black smoke were of course almost as good as a cold beer. The TS3 out of a Commer "Knocker" was something that really got our attention with its 'instant' starting. No sooner had Henry touched the key than it was roaring away. The unknown veteran engine was another that created much interest. Despite much research, there has been no information come to light as to its origins. Starts well, however. There is also lots to see inside, with a large display area full of interesting local artifacts. There is a bit of everything normally seen in museums, but so many 'extra' bits that are a sudden surprise here. The big shed in the yard is full to overflowing with machinery, tractors, trucks and much 'home made' gear that shows a high degree of imagination. The outboard motor belt driven from a Villiers engine and using shearing gear parts to get the power down to water level (with home made propeller) is a real treasure. I'll bet that it was just the quietest smoothest outboard ever. NOT. The two person (Henry and his brother) tinnie with side paddle wheels and driven by pedalling bicycle parts in the bottom of the hull would have been an adventure back in the day, so long as there was no current or wind. Good to see it here instead of confined to the scrap pile.

The Log Cabin is built like a brick outhouse, and will be there forever. The lining of glued up newspapers brought back memories for many, and would be very educational for younger visitors. On the veranda the members of the museum had provided tea and coffee and cakes as well for our benefit. Finley is a small town, and the committee would only be a small one as well. What they have achieved is really impressive, and our congratulations must go to them for their creation and our thanks to them for their efforts on the occasion of our visit. Like so many historical groups they are in need of younger people in their membership so that their society will be strong in the future. We wish them the best.

While there was no set arrangements for the return trip to Corowa, my suggestion was that everyone should return via Tocumwal, so that if a vehicle went missing, there would be only one road to search. Dave and I stopped for fuel in Toc, and so would have been the last ones back. We found no broken down refugees along the way, so have to assume that there were no failures.

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

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

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

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

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

As the airport was unusable for Saturday's event, negotiations were made to use the Corowa Showground and KVE would like to thank the Corowa Pastoral, Agricultural & Horticultural Society, Inc. and everyone else involved in helping us with the relocation. Vehicles started lining up at Bangerang Park early on Saturday morning. John Oldemenger had decided upon a formation for the photo shoot so lined the vehicles up in categories. The 6x6 vehicles were asked to enter Bangerang Park via Reisling St. It was good to see participants had taken notice of this request. Upon arrival at the Showgrounds John was disappointed to see that there were a number of cars parked where the vehicles had to go and after yelling out loudly was able to get the owners to move their vehicles. I stood near the gates to the Showground and got photos of each vehicle as they arrived. The swap meet was very successful and the Rotary club had everything in order. The response to the Sausage sizzle was great

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and I think they even ran out of food. Fortunately the rain prior to the day didn't deter people from attending. All participants abided by the directions of when vehicle movement could occur and a number of us were able to go up in the cherrypicker and take photos. The venue was a great alternative and many positive comments were received from participants.

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

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

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

Ok just remember this is March 2010

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

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

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

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

Pull up at Parkes for Maccas, no signs anywhere to say that road is closed between Forbes and West Wyalong (Must be too hard to put signs up 50 kms away). So get on to the trusty UHF radio and ask the question if it is open, WELL about 10,000 people comeback with NO ITS CLOSED, OK just asked, so lets do a "U" turn with this big sucker, found an open area and all done, back to Parkes and hang a right to Canowindra, good road till we hit Canowindra. It is about now that I am beginning to think to myself why did I volunteer for this. Narrow cross road, cars, gutters, street signs. Gotta hang a left here. Hang on Pete here we go , no sounds crunching or sudden jolts, yep made that one. Can't be any more, this is a certified B double route WRONG WRONG WRONG. I sat down and recounted the

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roundabouts from Parkes to Corowa via Canowindra, Cowra, Young, Cootamundra, Wagga, Culcairn, Albury and there were 41 of them all now with the trademark 6 rubber trailer tyre black marks all over them... except for the one in Young. That HAD a beautiful grass and rose centre piece to it, looking at it on Sunday on the way back I think there will be some transplanting needed there OOPS.

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

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

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

And would I do this all again HmmmNO BLOODY WAY Next year it's the ute

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

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

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

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

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

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

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

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

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

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

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

See you all in 2013!

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

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

Report by: Jan Thompson



**Heavyweights
at the Showground
Left to right;
Ron Fry's Mack
and John Belfield's
Kenworth and Kaiser.**

Finley Museum visit on Thursday

The Thursday trip out to Finley, although not well supported, was of great interest to those interested in old engines. Refer back to Harvey's visit report for more information on the museum, see Pages 7 and 8. These photos were taken on an earlier visit by Harvey.



The Blackstone engines. On left, the largest one, being prepared for test, while on right another two more, of smaller cylinder numbers.



A view of the Finley museum, in the right foreground is the pedal driven paddle boat, mentioned in the report.



The mystery veteran engine, with anti-clock rotation, twin sparkplugs and dry sump ... aero engine? Any ideas? Answers on a postcard

Secretary / Public Relations Report

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After another successful event at Corowa in 2012 we are planning towards 2013 which is Year of the Trailed Equipment and Armoured Vehicle. People have been planning ahead to make sure they have their vehicles ready for these themes. With the announcement of themes a few years ahead of the event has been encouraging people to complete restorations of theme vehicles. It is great to see this and we do appreciate people bringing along any vehicle. (It isn't necessary to have a theme vehicle. The important thing is to come along and have a good time.)

Themes for 2013, 2014 and 2015

Theme for 2013: Year of the Trailed Equipment and Year of the Armoured Vehicle

Theme for 2014: Year of the WWI and Year of the Ford

Theme for 2015: Year of the Emergency Vehicle and Year of General Motors

Theme for 2016: Year of the Tank and Chrysler (2)

Participants attending in 2013 will be able to suggest a theme for 2017.

Entry Forms:

A form is attached to this newsletter. The Entry is \$15 and we appreciate people getting their entries in ASAP so this gives us an idea of the types and numbers of vehicles and people to expect. We make sure you get value for money and there were many people in 2012 who forgot to pre-register themselves or a vehicles so missed out on all the bonuses such as caps, coffee mugs, stickers etc. Even if you aren't planning to bring a vehicle you are encouraged to enter. Note: Entry Fee can now be paid straight into KVE bank account, see bottom of entry form on page 39 for details. Please ensure your name is on the form so we can easily distinguish who has deposited money.

Media Coverage:

Media coverage on 2012:

This year we have received a large amount of media coverage. While we were at Corowa, The Border Mail at Albury, Wangaratta Chronicle and Corowa Free Press did articles on our event.

Participants will be submitting articles to various magazines. The June 2012 issue of Vintage Roadscene has a six page feature of this year's event, in full colour.

We have a number of noticeboards on display at our Site Office at Ball Park which have copies of the media reports. If you have any reports we would appreciate a copy.

Memorial Board for enthusiasts who are no longer with us:

Each year we lose some well known military vehicle collectors. KVE has a Memorial Board and would appreciate an A4 size article including a photo of any person who has attended Corowa so we can remember these people.

Accommodation at Ball Park Caravan Park:

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

Contact Sonia & Andrew Palmer on (02) 60331426

Program of Events:

After our KVE AGM and General Meeting we will let you know of the program for the week. We are open to suggestions of places to visit and guest speakers.

The main day will be **Saturday 16th March** and the program so far will be:

9.00am Sharp: Drive to a Photo shoot and swap meet from Bangerang Park.

9.45am: Swap Meet run by the Corowa Rotary Club

During the afternoon there will be vehicle activities.

In the evening come along to our Presentations and Auction at Ball Park Caravan Park.

Situation Reports Prior to Recent Event

In the days running up to the start of this year's Corowa Swim-In, there were various rumours and misguided posts on several internet forums connected with the military vehicle movement. These seemed to focus around the "flood situation" at Corowa and that the event was under threat of cancelation. All the posts were unfounded and only served to put doubts in peoples minds as to whether it was worth attending. Some of our committee members were quick to act on the forum posts to nip the rumours in the bud and put the story straight. In the future if anyone has any queries on the event and needing an update, please contact KVE, details of committee members are in the front of this newsletter. We will respond with an accurate reply. Also check our Corowa section on MLU Forum, for announcements by members of the KVE Committee, this is the best medium to check for any changes or up to the minute information. KVE was also contacted by participants and others intending to come, regarding routes to take to avoid flooded areas, we could only advise that information should be sought from the RTA NSW website and those covering other State's road network.

Joining KVE Inc:

KVE is a reasonably small Incorporated Association set up to organise the Annual GPA Swim-In and Ex-Military Vehicle Gathering at Corowa in March. We are looking for people who would like to assist with organising the event. Fees: \$30 per person and \$45 for Family Membership.

Annual General Meeting of KVE Inc.

KVE Annual General Meeting will be held at Bindaree Motel & Caravan Park, Corowa on Saturday 21st July at 3pm in the Function Room. Bindaree have offered reduced accommodation rates for people attending the meeting. Members and Visitors are welcome to attend.

Contact Jan for further details.

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 goes out to members of KVE along with past, present and future participants of the Annual GPA Swim-In and ex-Military Vehicle Gathering at Corowa, NSW, Australia. Let's spread the word about this great event.

Looking forward to seeing everyone at Corowa in March 2013.

Jan Thompson

Late News !

We have just been contacted by Olav Helge from Norway. The 26th Annual Amphibious Rally, known as AMPHIB 2012, will be held at Telemark in Norway, from 6th to the 13th August 2012. If anyone is in Northern Europe during that period, they might be interested in visiting. The event will be based at Norsjo Ferieland near Gvarv.

We have agreed to reciprocate details of our event with theirs, to encourage visitors from overseas to Corowa, as well as visitors to their event. The rally is held in a different location in Europe each year, 2011 was a lake in Switzerland, and year before it was at Brittany in France. Please see the information sheet on the following page.

Over the years, an assortment of amphibious vehicles have taken part in the event. The usual DUKW's and GPA's, as well as Stalwart. Then there are the civilian Amphicars and similar vehicles, which are quite popular. 2012 will be the third time that this event has been held in Norway.

The campsite where the event is based, Norsjo Ferieland has a website :

www.norsjo-ferieland.no/index.php?c=5&kat=Homepage

The organisers are Bjorn Fosholm and Nils Fredrik Broch, and can be contacted by email at AMPHIB2012@gmail.com Booking in for entrants has closed on 1st May, but it should be a good spectator event.

Also there is a nearby hotel, Norsjo Hotel, their website; www.norsjohotell.no/english



Photos taken at the last event in Norway, in 1999

On left, a M29C Water Weasel, and on right a FUG-70 armoured car

AMPHIB 2012 - Telemark, Norway

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AMPHIB 2012 NORWAY

For the third time we would like to welcome you to Amphib in Norway!!

The 26th international amphibious rally will be located in Telemark from the 6th to the 13th of August.

The campsite; Nordsjø Ferieland, is situated close to Akkerhaugen and Gvarv.

In Gvarv, appr. 6 km. from campsite, post, bank and pharmacy are available.

The nearest villages are Skien and Notodden.

Link to Google Maps: <http://maps.google.no/maps?hl=no&tab=wl>.

Some of the amenities on the campsite are:

- Convenience shop.
- Outdoor restaurant.
- Guest laundry
- Guest kitchen
- Playground
- Small beach
- Restroom & hot showers. Children bathroom.
- If you need 220V, bring a long extension-cord.

It is also possible to rent 4-, and 6-bed cabins and well-appointed caravans at the campsite.

For reservation please contact the campsite direct via:

<http://www.norsio-ferieland.no/index.php?c=5&kat=Homepage>

The nearest hotel: Nordsjø Hotel, is situated very close to the campsite.

In addition the hotel provide 4-, and 6-bed apartments for rent.

These are situated apr.1 km from the campsite.

For reservations please contact the hotel direct via: www.norsjohotell.no

The entry-fee for Amphib in Norway will be 2800,- NOK. per Captain.

The entry fee for amphibious Crew is 2400,- NOK.

For Children between 3 and 12 years the entry fee is 1200,- NOK.

Children under the age of 3 is free of charge.

The entry-fee includes seven nights in your own tent/caravan etc. at beautiful Nordsjø Ferieland, a plaque per Vehicle/Captain, Lock-fee cards for locks related to the program, t-shirts and tickets for the Come-together-party and the Farewell-dinner.

The price does not include transfer fee which have to be paid by the participants on transfere of the entry-fee to the below account.

The transfer fee is 50,- NOK pr. transfere up to 5000,- NOK and 100,- NOK per transfer above 5000,- NOK.

Kindly make sure you add this to your payment!

Money to be sent SWIFT via SKANDIABANKEN

Account no: 9722 512 6422

EBAN NO5197225126422

SWIFT/BIC-KODE: DNBANOKK / SKIANOBB

AMPHIB2012 c/o Nils Fredrik Broch

Konglungvn. 77

N-1392 Vetre

NORWAY

Due to various reservations and pre-payments we must ask you to pay as soon as possible, no later than the 1st of May.

Recieved payment = confirmation for participation in AMPHIB2012 Norway.

Also make sure that you transfer the money in Norwegian kroner (NOK)

Please return the enclosed registration-form preferably electronic (via the attached excel file) to:

AMPHIB2012@gmail.com

Enclosed you will also find a safety-checklist/rules for Amphib2012.

Make sure you read through this information.

Please be aware that there are special restrictions for bringing pets into Norway.

If you want to bring your pet to AMPHIB2012 please carefully read through the information on the below link:

[Mattilsvnet](#)

For other Customs regulations, please check:

http://www.toll.no/templates_TAD/Article.aspx?id=195294&epslanguage=EN

Although the price of this meeting exceed the previous rallies, we hope to see you in Telemark!!

Best wishes from the Broch's and the Fosholm's.

Contact information: AMPHIB2012@gmail.com.

Bjørn Fosholm +47 906 491 13 / Nils Fredrik Broch +47 913 615 67

“Corowa Comments 2012”

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We have put together some of the comments received after this years event, all very positive, also included others seen on various military vehicle themed forums, used by participants.

from Michael Bishop (QLD): “The Showground was a great venue. Congratulations for the running of the event under such wet conditions.”

from David Snape (NMRA Insurance): “Congratulations to the committee for an obviously tedious week we enjoyed being there. Again credit to Jan and the crew. See you next year.”

from Kaye and Bruce Brown (NSW): “Could you pass our thanks on to all involved in putting on a really great event.”

from Shane Hodby (QLD): “We all had a great time at the Swim-In and congratulations to all the organisers on a great job ... WELL DONE.”

from David King (NSW): “Thanks again for all the hard work you and the other KVE members put in to organising the event. It was heaps of fun. I think the Showground was a great location for the swap meet.”

from John and Bev Cameron (NZ): “John and I wish to say how much we enjoyed our time at Corowa with all the military vehicles and friendly people. It was a real eye opener for us to see things on that scale and are keen to come back next year. It is a real credit to you and your committee.”

from Dale Welfare (QLD): “We had an awesome time, talked to many people, took plenty of pics and video. But the highlight was Dad going in the parade with Tony Elliott in his Ford Blitz. Thanks for being part of organising a great event.”

from Mark Sierant (AMEC): “Well done on your efforts and that of KVE to keep the event rolling.”

from Richard Coutts-Smith (VIC) on MLU forum: “Heard quite a few positive comments about the final site for the Swap and display. Thanks for all the effort under trying circumstances.”

from Tony Elliott (NSW) on MLU forum: “I had a great time The showground as the Saturday destination for the swap meet? Absolutely fantastic !!!!”

from Phillip Hastings (WA) on MLU forum: “I would like to take this opportunity to thank KVE and all those involved in making Corowa 2012 happen (despite the weather).”

from Cameron Reed (VIC) on MLU forum: “Thanks to all the KVE and volunteer personnel to make this event happen, at times no doubt trying. Both Dad and I couldn't be made more welcome and to receive the Encouragement Award was fantastic.”

from John “hell fire” on G503 forum: “Corowa was a very well run event can hardly wait for next year”

from Howard Holgate (NSW) on MLU forum: “The showgrounds were an excellent location in my opinion. Much more shade was the most significant difference, but had a nice feel about it too.”

from Ian Fawbert (NSW) on G503 forum: “Well what another great Corowa ! It was well worth the drive even if only for the weekend. Cheers and thanks again to all involved.”

Accommodation Options in Corowa area

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For further information, please contact the Corowa Visitor Information Centre on Freecall: 1800 814 054. They are there to help you and are willing to search and book for you..... or you can go online and do it at www.visitcorowashire.com.au

| Business Name | Location | City | Phone |
|----------------------------------|--------------------------|--------------|--------------|
| Caravan Parks | | | |
| Ball Park C/Park Holiday Retreat | Bridge Road | Corowa | 02 6033 1426 |
| Howlong Caravan Park | 55 Hume Street | Howlong | 02 6026 5304 |
| Rivergum Holiday Retreat | 386 Honour Avenue | Corowa | 02 6033 1990 |
| Bindaree Motel & Caravan Park | 454 Honour Ave | Corowa | 02 6033 2500 |
| Corowa Caravan Park | 84 Federation Ave | Corowa | 02 6033 1944 |
| Motel | | | |
| Arcadia Motor Inn | 127-135 Federation Ave | Corowa | 02 6033 2088 |
| Best Western Heritage Motor Inn | 25 Edward Street | Corowa | 02 6033 1800 |
| Comfort Inn Federation | 330 Honour Avenue | Corowa | 02 6033 2022 |
| Corowa Golf Club Motel | Hume Street | Corowa | 02 6033 1466 |
| Corowa Motor Inn | 69-73 Riesling Street | Corowa | 02 6033 1255 |
| Golfers Lodge Motel | 71 Hume Street | Corowa | 02 6033 1366 |
| Golfers Retreat Motel | 57 Hay Street | Corowa South | 02 6033 2059 |
| Greenacres Motel | 91-99 Federation Ave | Corowa | 02 6033 2288 |
| Howlong Country Golf Club | 194 Golf Club Drive | Howlong | 02 6026 5321 |
| Lone Pine Motel | 17 Lone Pine Avenue | Corowa | 02 6033 2966 |
| Lovells Motel | 203 Sanger Street | Corowa | 02 6033 1566 |
| Motel Menere's | 146 Federation Avenue | Corowa | 02 6033 1066 |
| Motel Wingrove | 147 Federation Ave | Corowa | 02 6033 2055 |
| Murray View Motel | 193 River Street | Corowa | 02 6033 2144 |
| Riverside Water Front Motel | 7-9 Cadel Terrace | Wahgunyah | 02 6033 1177 |
| Statesman Motor Inn | 2 Edward Street | Corowa | 02 6033 2411 |
| Yarrowonga & Border Golf Club | Gulai Street | Mulwala | 03 5744 1911 |
| Self Contained | | | |
| 19 on Nixon | 19 Nixon Street | Corowa | 0418 124 850 |
| Coromandel House | 14 Tower Street | Corowa | 02 6033 1001 |
| John Foord Guesthouse | 7 Braintree Avenue | Corowa | 02 6033 5284 |
| Kath's Place | 15 Wanstead Street | Corowa | 02 6033 1001 |
| Murray Banks Holiday Units | 76 Federation Avenue | Corowa | 02 6033 2922 |
| Murray Lodge Holiday Units | 35/41 Tower Street | Corowa | 02 6033 1712 |
| Murray Rest Cottages | 43 Barkly Street | Wahgunyah | 02 6033 3685 |
| Oakleigh | Piggins Rd Hopefield via | Corowa | 02 6033 1814 |
| Pete's Place | 20 Gitchell Street | Corowa | 02 6033 4495 |
| Roseleigh | 6a Lindsay Street | Corowa | 03 9727 0493 |
| Savernake Farmstay | Savernake Station | Yarrowonga | 02 6035 9415 |
| Terminus Flats | Cnr Edward & Sanger Sts | Corowa | 02 6033 4071 |
| The Shanty Waterside Cottage | The Shanty, Spring Drive | Corowa | 02 6035 3838 |
| The Stable @ Riesling S/Leggo | 1/51 Riesling Street | Corowa | 0439 456 337 |
| B&B | | | |
| Stableford House | 22 East Street | Howlong | 02 6026 8524 |
| The Old Post Office Howlong | 39 Hawkins Street | Howlong | 02 6026 8278 |

Hotels

| | | | |
|-----------------|------------------|--------|--------------|
| The Royal Hotel | 95 Sanger Street | Corowa | 02 6033 3760 |
| Hotel Australia | Sanger Street | Corowa | 02 6033 1052 |

Corowa Swim-In Re-mailer

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

However, there are few Australian members and very little Australian content. Our large distances in Australia and proportionally small population mean that of all countries, we should be making the most of anything that allows collectors to stay in touch with each other. There are also several "forums" where the more internet active collectors "meet", however they may not suit those who don't "surf" the web or have slow connections. Because the major Australian MV event is Corowa, there is an opportunity for a re-mailer to serve both the Corowa event and Australian ex-military vehicle collectors. We hope this free service will do that.

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

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

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

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

dgrev@iinet.net.au

LOST KEYS AT COROWA

VMVC member, Kim Brownbill, lost a bunch of keys, somewhere in the Ball Park camping area. If anyone has any information, please call Kim on his home number, (03) 5750 1167

FOUND ON WAY BACK FROM COROWA

I have picked an ex-military item up on side of the Hume Highway near Bookham, NSW on Sunday following the Annual Swim-In. I was heading North. It was probably purchased at the Corowa swap meet or days up to it. If you can identify it and describe it correctly & how much you paid (approximately) for it you can have it back.

So if you lost 'it' let me know.

Email Ian Williams directly at shedman_33@yahoo.com or call me at Work on (02)4424 3366 (8:00am to 4:00pm)

Sorry no hints.

AMEC High Country Trip - March 2012

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Attended by Barry Peterson, Tim and Wendy Peterson, Tracy Vadnjal, Max Hedges, Robert and Tim Farmer, Emma and Mick Wilson, Ashley and Mel Wilson.

On the Sunday almost everyone met at Myrtleford caravan park ready for the trip to begin Monday morning. The rest caught up on Monday by lunch time.

Then it was off onto the dirt track heading to the Wonnangatta Valley for our first night. We got up into the mountains on the Buffalo road, which is a long, SLOW, windy climb in a Blitz. Once we were in the mountains we travelled along the East Buffalo River Track until we came to the Humphreys River Track. We paused there for a while noticing that the road to the right was far better looking than the road we were taking, as that looked like it hadn't been used in quite a while.

But we stuck to the plan and took on the challenge, which turned out to be far bigger than we thought. After heading off, Max had some trouble with the accelerator but we were back on the road in no time again. Thank you to Barry and Tracy. As we drove on Ashley led the way, in his Landcruiser, after a short time we came across a tree on the track. Ashley managed to get around this no troubles, but when Mick who is still learning about driving proper trucks tried in the Blitz, he ran into some difficulties with sharp turns in the wet conditions, and got stuck.

After some consideration we decided to pull the chainsaw off the back of Mick's ute and cut our way through the tree. We continued on again coming to the first of our many river crossings, all the vehicles managed these crossings OK even the Ford Blitz. Nearing the end of the Humphrey River trail the track diverts away from the river and up over a steep spur and back down onto the river. On going up this spur there would be the biggest woy boy that I've ever seen, I am new at this so it was probably the first proper woy boy I have seen. Ashley made it over in the Landcruiser OK and Mick

AMEC High Country Trip - March 2012 cont'd

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was still learner driving the Blitz at this stage and had two attempts and couldn't make it due to wheel slip, we parked the Blitz up off to the side to have a rest.

Tracy decided to give it a go in his Dodge 6x6, after two attempts he made it over, after this it was decided the left hand side of the woy boy was the best option and the Blitz finally made it over with Max at the wheel. Barry's Chevy climbed over the easiest of all. The old vehicles then moved on and Neil and Mick made it alright with their camper trailers as did Robert in his Landcruiser. Afterwards we realised we had our tyre pressure in the old vehicles way too high causing us to bounce and not grip the ground, moving on the other side of the spur was very steep and we came upon another creek crossing, here we found a massive tree which had fallen across the track right at the river crossing, all the vehicles made it around the tree stump with a few three point turns being made, the chainsaw came out again to trim some of the tree off the track.

Moving on we didn't make our camp, since it was getting late, so we camped beside the Humphrey River. Next morning leaving two vehicles at the camp we drove to Wonnangatta Homestead site 12 kms away, which took over an hour to drive, then we drove back to our camp and proceeded to Wombat Range track. Ashley and Robert wanted to take on the Herne Spur track which had deep river crossings and a very steep climb, in 2005 this track was too steep for Ashley's Blitz so it was his aim to climb it this time and maintain clean underwear in the attempt.



After this Mick and Emma had a go at Wombat Range track it was found to be too washed out for the old vehicles to climb safely. For Mick to be able to turn around to come back down he had to unhook the camper trailer, turn the vehicle around hook it back up and start heading down, this turned out to be worst than going up (all Emma could say when they got down safely was good thing mum wasn't here as she would've bailed out).



Emma recalls on the way up getting a whiff of something very unpleasant that has passed away beside the track, so on the way down when she got that whiff again she relaxed a little as she knew that

AMEC High Country Trip - 2012 cont'd

they were near the bottom again. With everyone back down safely it was decided to go back to Wonnangatta for our next camp.

On the way we had to cross the Wonnangatta River and it was the fastest flowing water we had to cross on the trip for safety sake Neil covered the front of this vehicle, but he made it easily, Robert commented when he got out of his vehicle that the water came up around his gear stick and in his doors. While we were setting up camp Ashley and Mick, Tracy and Tim headed off in their vehicles to make sure that the track that we were going out on wasn't too washed out, as there were other people in the Valley that came in this way and we decided this was our best option.



After a good nights camp everyone rallied early to head out of the valley as there was rain predicted for later in the day, this was a much more pleasant drive out and we all headed back to Myrtleford for our next camp, Neil and Wendy headed off for the rest of their trip into Victoria, Barry and Tracy headed off as they had a big drive back to Newcastle. Next day we continued on at O'Hares camp ground below Tumut No2 power station. Next morning we went via Mt Selwyn. On the way past Cabramurra, we popped in to have a look, and while we were there it was starting to sleet. Lunch and a quick look around was at Talbingo. Then we started to head back to home

through Tumut and then the back way to Jugiong through Gobarralong. Here Mick and Emma headed home and the rest of us went back to Yass and finally home.



A Land Rover Restoration Story

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Ian Williams, from Nowra, NSW, has sent his amusing story of the closing stages of the restoration of his Land Rover Series 2a 88", Army no. I 12-464 :

The Final Instalment - Brakes, gimme a break!

The brakes ... after many hours of hitting the *World Wide Web* and the books, I have learned all there was to learn about Land Rover brakes. I changed the brakes to the 109" system as I figured (foolishly) that it was a better system. ... There were several so-called "culprits" in the braking system that can make you grey or worse still .. Bald. The problem I had was two fold, adjustment

And air. I had gotten rid of all the air, but had not adjusted the brakes. If they are not adjusted properly there is too much travel in the system and they do not compensate for this.

Plan B will be to revert to the 88" single cylinder brakes to simplify the system.

The failing *handbrake* was a discovery. It worked when I got the vehicle, probably as it had not been used and the friction was provided by oil and dirt on the drum. As I had used the handbrake a few times to check it, I noticed the tell-tale oil seeping from the drum and onto the tail shaft, a common issue, but once apart, I noticed that *Sum Wun* had used some plumber's silicone on the shaft to attempt to seal the leak. Good idea I say, trouble is it only stays sealed when you use *automotive silicone* and not plumber's silastic. It just glues itself into places you can't get without full dismantling. This known, I stripped the transfer case covers and replaced the gaskets. A new seal stops the water getting in and oil getting out. Sounds simple but equates to 3 hours work.

The Alternator

The item I initially chose to fit turned into a nightmare. I spent the best part of two days with 4 watt light bulbs and jumper leads around the cabin trying to decide why the hell the thing wasn't charging. It turned out that *Sum Wun* had struck again and killed the rectifier, but I was not to know as I was getting some voltage out, but not 14 volts. That made it difficult ... after many hours I installed an internal regulated alternator from my parts FFT Land Rover. It works It works. The fan belt was a saga as the original mount had a stud chemically welded into the block. The only way to remove this stud would be to remove the engine, timing case, engine mount, and cut the stud off, then line-bore the stud out. Ian wasn't about to undertake this task, so a modified bracket was installed. This made the fan belt a bit different in length. I have managed to try 16 different belts and its like Cinderella ... I finally got a belt to fit perfectly. Problem solved and no, I have not thrown the box with the part number away..... Originally the military Land Rovers ran twin pulleys on the system, but this is not possible with the single pulley alternator. The grand thing is that the lights are bright, and the instruments are visible at night ... I have enough power to charge up an MP3 player now. End note: still not convinced that I have a great charging circuit as the ammeter falls below zero when I turn on the lights Maybe that is because it feed from the battery and not from the alternator! Another feature of Land Rover electrics.

The great paint saga of 2011

Being a nice bloke, I deal with local businesses by and large. So I have a reasonable rapport with Jim at my local paint shop. Jim is ex-Navy and pre-dates the abucus. *Stone & Son* is the hardware place which sells all hardware associated with trailers, tractors and paint. Jim has worked at Stones for more years than I can remember, he is very knowledgeable on every thread known to man, and mixes paint to an age-old recipe from a book that makes the bible look new. I have known Jim for 30 years and he has out lasted other staff such as Hans, "the blonde chick", Steve and some other fellow in Stones & Son. Incidentally, Stone and his son are dead as door nails but the name lives on like Myers or Coles. Jim really owns and runs the place, but as its always been Stones, and there's a Jim's Mowing here. So it remains *Stone and Son*.... I wanted some 'Mekong Green' paint* (this is the description used by diggers to describe a sickly olive drab used on Land Rovers in Vietnam War era) which I had mixed in a Canberra paint shop as a trial colour. Jim produced the paint tin lids in all shades of green in auto enamel. From a sickly yellow example, to something resembling a WWII Studebaker in a train tunnel. I asked him to perform the 'impossible' and mix a magic mix... Why did I want this?

A Land Rover Restoration Story - cont'd

Page 25

To something resembling a Studebaker in a train tunnel. I asked him to perform the impossible and mix a magic mix... Why do I want this? It enabled me to paint the Rover rims in a special paint rather than the very soft Protec paint. After two weeks and five visits we had a colour that matched the Protec. The bad thing was.... a year later I walked in to Stone & sons to get the same mix...Jim had forgotten, but I had the formula in a book at home... (whew). So now I have my own mix, which works well. I painted the seat frames with a lighter green than the shell. These are covered with vinyl so now you all know when you are counting rivets...

Jim is still just friends with me: Only just.....

January and February

The tyres have been slow to come on; with then each costing \$120. \$600 has dissolved into black round chunky things. At least now I will be able to stop on a wet road and drive up a car trailer without slipping! I opted for 7.50x16 retreads as they have a nice tread and are good in the wet versus a directional tyre. My thinking is that if I need to stop, I will want traction rather than being able to drive out of 2' deep mud.

The Tune and Test drive

After several dummy runs up and down my street I realised that the carburettor was on its death knell. Having read nightmare stories about these rather simple pieces of technology I wondered why so many people had discarded a perfectly great carby with a cheaper one. (Beats me?). I left this task until absolute last....My first step was to find an exploded diagram. I figured that 'none of any significance' would be illustrated in the service manual so why would I look there??? I managed to download something remotely looking like my carby. It was for some ancient British car of which I have never seen, but the diagram was clear enough. I began the task removing the carby & placing it on my sterile bench.

As I have done quite a few carburettor overhauls in the past I was not particularly worried about this one. Only that my diagram was a bit "iffy" in parts, but I would manage. Opening the 35 year old overhaul kit revealed a set of five jets, a new bellcrank, with arm, three gaskets of which one was made from asbestos. Undeterred I also noticed... a nicely folded piece of yellowed paper. It was an exploded view of the carburettor...its a bit clearer than the one which appears in the service manual but was missing the numbers and part of the picture. Must have been photocopied by SUM WUN AGAIN. As careful as a surgeon I began dismantling the victim of a silicone attack of gigantic proportions. I mean *how much* silicone can one use to assemble a Carburettor? I didn't think that it came in 1 litre tubes but it seemed to be that much inside! Taking the top off I peered into the float bowl! A little worrying: the bowl contained about two dessert spoons of red mud, which prevented the float from going down. (Now I know why the silicone had been put around the top of the carburettor: to stop the overloaded system leaking out...) Dismantling continued. Two washers missing here, totally blocked percolating jet, secondary jet blocked... accelerator diaphragm torn... the usual jobs. I let the carby swim in fuel for a night and then cleaned off the nice brown fuel varnish of the last 40 years or so... assembly was straight forward, except for the *five jets*... I simply deduced that the kit was for two types of carbys. Looking at my diagram that became evident, so I continued on, adding back a 31 jet and the 33 jet. All was good, except that when I finished I was up one screw extra. A quick scan revealed it was in the vacuum bleed. I was aware that omitting the screw would have no issues, and needing to check float level I simply waited until I had the carby installed and filled before removing the cover to replace said screw. Well..... Time for the moment of truth: Turning the engine over it effortlessly fired to life. I tested the accelerator. No backfire, nice and smooth power. WOW this was Rover heaven. A test drive ensued. With a small issue of leaking (asbestos) top seal. I used the magic red silicone and all is good. Victory...**Post script the idle circuit is now playing up.... oh well yet another job.*

Driving up the street I enjoy the classic Land Rover road weave. The 7.50X16 tyres are nice and soft. It feels so much better in the ride with tyre pressures reflecting the data plate of 25 PSI and not at 45 PSI from the tyre shop.

A Land Rover Restoration Story - cont'd

Page 26

Seats:

I asked an upholsterer to make me up some new seats. The original high quality items were made from self-destructive water absorbing plywood and the seat backs were made of water absorbing steel. I managed to salvage three backs after conducting LOTS of welding on them a fresh coat of zinc primer and a top coat of enamel I also replaced the bases with *Formply* which is water proof. Now I had a great basis for the seats. A week later Garry called to tell me they were ready. \$715 later I have seats which are as good as originals. Two rear seats will be re-upholstered in a few weeks when my bank account recovers.

5th March 2012. The 'day' has finally arrived. I am off to get a pink slip (registration inspection) today. Outcome: a bit of a lag... ..the *Brake Testa machine* says that I have not successfully adjusted the brakes, so I have left the task with Dave & Dan (inspection workshop & my son) to sort out the final adjustment. I can't do what they do as I am only one entity. Land Rover brakes have double adjusters on the front which is infinitely fiddly. After almost two weeks Dave & Dan have abandoned any hope of improving the brakes, so I am reverting back to 88" model system in the next few months which will remove all the air issues and bleeding problems. ONE wheel cylinder per drum is more than enough. Some things are a good idea but 109" model brakes are not. I have lived and learnt!

I have attached a couple of photos showing before and after restoration.

Pleasing to say, at Corowa, 112-464 drove very well which was pleasing after so many issues, thanks to some help from Mark Sierant. I also managed to get it very muddy. As most are aware that you're never really finished once you bring an old machine back to life.

My next project is building a shed / workshop (albeit that I pay money & they come and build). I can then continue.

Ian Williams



112-464, seen here before
Ian's restoration.



.. and as it is now, fully restored in all its
glory

If anyone would like to have their vehicle restoration featured here, please contact Jan or Richard, details inside front cover.

Coming Event

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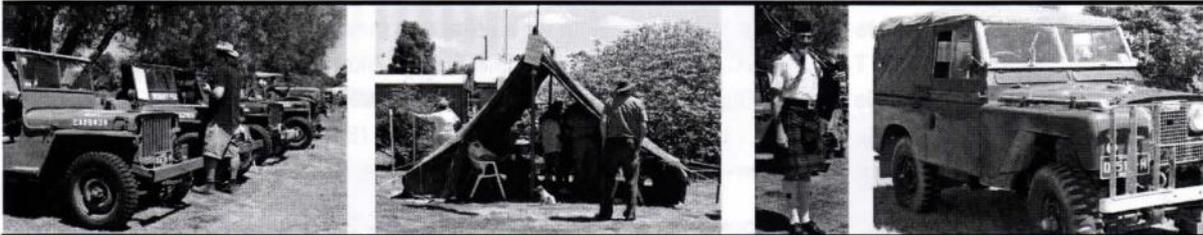
THE MILITARY HISTORY GROUP INC.

Invites one & all to come along
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DOOKIE MKIII MILITARY VEHICLE RALLY

SAT - SUN, 13TH & 14TH OCTOBER, 2012

LOCATION: MAIN STREET—(NEXT TO FIRE BRIGADE) - 10AM TO 5PM - FREE EVENT



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... see & hear a Rolls Royce V12 Meteor motor in action ... Amazing!

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Enquiries welcome! Contact...

• Military History Group Inc.: Tony Jordan Mbl: 0416 067220

• Dookie Military Vehicle Rally Coordinator: Sol Sutherland Mbl: 0427 538667 ...

Alternatively drop in for a coffee, a chat and preview our pre-loved Military Gear at

Dookie Emporium Open Fri-Sun, 9am-5pm E: dookieemporium@bigpond.com

DMVR MKIII is supported by the Greater Shepparton City Council, MHG Inc., Dookie Emporium & Lifestyle Dookie

MAJOR SPONSOR



More info over ➤

Coming Event

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DOOKIE MILITARY VEHICLE RALLY^{MKIII}

MORE INFO:

The Dookie Military Vehicle Rally Team are proud to welcome you along to their 3rd successive year ... with 2012 being bigger and better than before! Come along and enjoy the rally... there's something for everyone!

As well as Military Vehicles there will be displays from History Groups, GV Motor Vehicle DC, Northern Victorian Arms Collectors Guild and Benalla Aero Museums ... see & hear a Rolls Royce V12 Meteor Motor in action.

LOCATION:

Dookie is a small town set in the picturesque Dookie Hills
... located 25kms East of Shepparton and 37km West of Benalla

DMVR MKIII is held on main street park area on the western side of the CWA Gardens

Free Public BBQ & Toilets are located in the CWA Gardens

LOCAL BUSINESSES:

- Emporium Café ... a great place for breakfast, delectable goodies & lunch: 5828 6224
- Dookie Emporium ... full of antiques & military collectables
- Dookie Gladstone Hotel ... book in for a great pub meal ... T: 5828 6237
- NEW Tallis Wine Cellar Door ... Tastings & Sales—6km South East of Dookie
- Dookie General Store ... Newspapers / snacks & more! (Sat & Sun morn)
- Dookie Garage ... Unleaded Fuel/Air/Gas/ no diesel (Sat Morn only)
- Uni. of Melbourne—Dookie Campus Accommodation: 5833 9200

OFF-SITE CAMPING:

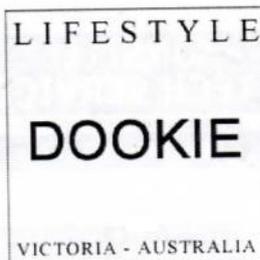
Available at the Dookie Showgrounds—top of Baldock St—powered sites available
Call Sol to reserve a site: 0427538667

ON-SITE CAMPING:

At the DMVR— power / no amenities (toilet in CWA Gardens)/ BBQ provided for exhibitors
On arrival—see Sol at Dookie Emporium for camp site info

LOCAL ATTRACTIONS: Dookie Rail Trail (11kms return) ... scenic views of undulating hills and farmland

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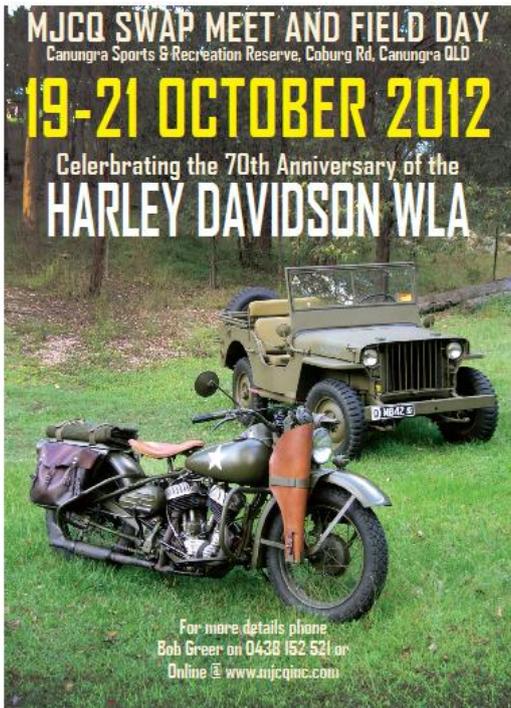
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Coming Events

Page 29



MJCQ SWAP MEET & FIELD DAY

Canungra Sports & Recreation Reserve,
Coburg Rd., Canungra, QLD

19th - 21st October 2012

Celebrating the 70th Anniversary of the HARLEY-DAVIDSON WLA

For more details phone
Bob Greer on 0438 152 521 or
online at www.mjcqinc.com

From Corowa Swim-In, the Largest Gathering of ex-military vehicles in the Southern Hemisphere, to the Largest in the World :

THE WAR & PEACE SHOW

Beltring, U.K.

Anyone who has attended this event over the years, will know how large and diverse it is, never knowing quite what you will see next. A massive swapmeet area that is open over the 5 days of public opening. Re-enacting and living history events, with military vehicles numbering several thousand.

If anyone is in the UK, in July, make sure you allow yourself at least 3 days to see the event. It is open to the public from Weds 18th to Sun 22nd July.

See the website for more information:

www.thewarandpeaceshow.com

A large poster for "THE WAR & PEACE SHOW". The top text reads "THE WAR & PEACE SHOW" in large, bold, yellow letters, followed by "18 - 22 JULY 2012" and "THE LARGEST MILITARY VEHICLE SPECTACULAR IN THE WORLD". Below this, it says "IN ASSOCIATION WITH THE INVICTA MILITARY VEHICLE PRESERVATION SOCIETY". The main image shows a vintage military jeep in the foreground, with a tank behind it. In the background, there are two vintage military aircraft flying against a backdrop of American and British flags. A logo for "HELP for HEROES" is visible, with the tagline "Support for our Wounded". At the bottom, there is a small photo of a group of people. The website "WWW.WARANDPEACESHOW.CO.UK" is prominently displayed at the bottom, along with contact information: "CONTACT US ON THE WAR AND PEACE DIRECT LINE TEL 0044 (0)1304-813945 FAX 0044 (0)1304-812422" and "SEE US AT THE HOP FARM - PADDOCK WOOD, KENT TN12 6PY".

For Sale

Page 30

1943 Ford Marmon-Herrington 'Dingo' Scout car



Almost complete, but unrestored Ford Marmon-Herrington "Dingo" scout car, No.77212. This comes with quite a few spares, inc. spare chassis, transfer cases, many wheels, spare front mudguard and more, but is missing the gunners hatch, seats, dashboard and one fuel tank.

**Offers around \$10,000
for this extremely rare piece
of wheeled armour.**

**Rick Cove
0401 278238**

FOR SALE: Parts for ACCO MkV and MkIII available

Tipper body (aluminium), Parts engines (fully complete but need a rebuild), Radiator, Doors (need some work), Huge assortment of hoses and other rubber, Wheel chains, Driveshaft, Muffler, Camel backed suspension units, Floor mats. Best offer - Items located at Rutherglen, Vic.

**For more details, please contact Colin Young on (03) 9600 0866 or email
cyg1@carlyleyoung.com.au**

FOR SALE :

Historic 1941 British built Bedford Model OYD 3 ton General Service Truck [other history on request]. New 10.50 x 16 military pattern tyres with canopy, rear seating, rebuilt tropical radiator & desert air cleaner. In running order, having completed 12,000 km round Australia bush trip 2 yrs ago. Numerous spares & discreet petrol/LPG conversion & is also fitted to supplement the twin fuel tanks. Currently in dry storage in South Australia

POA or offer

Richmond Gregory 0427 593 947 or (08) 8523 3369

**The market place for anything related to military vehicles
Updated daily Viewed Worldwide**



For Sale

Page 31

UNIMOG S404

Ex Swiss Army 1962 Unstoppable 4 x 4

Pristine Condition throughout. Vehicle is as new. Excellent mechanical condition only 29,000km Stored underground in Switzerland by Swiss Army ready for NATO engagement until decommissioned. LHD. Fully complianced and Club registered in Queensland. Excellent body and cargo canopy, no rust or dents. Fully fitted out for NATO engagement. Fully serviced, brakes recently SS lined. Complete with full documentation and military history.



6 cyl Mercedes petrol engine. Fully shielded ignition, 24v electrical system with circuit breakers. 6 speed transmission with 2 reverse. 4WD and front and rear difflocks engaged on the fly at any speed. NATO tyres 80% . Spares available worldwide.



Price \$24,400

For inspection and further details,

contact :

Geoff Jackson 0402 688 675

(07) 3201 1506

FOR SALE - EXHAUST PARTS FOR STUDEBAKER US-6

Engine pipe \$40 - Tail pipe \$40 - or both together for \$70

Contact Rick Cove on 0401 278 238

FOR SALE : NEW ARMY TARPS

5.4m x 3.0 m \$100 [approx. \$20 freight]

ALSO Land Rover 101 bins, left & right \$55 each

Contact Tim Vibert on 0407 480 354

FOR SALE

Page 32

Jeep Trailer / Campervan

Australian No.4, 1945 Trailer

Lift off Camper, fully equipped, fitted extra spare wheel. All tyres, canvas, etc. in good condition. Registered in NSW ready to go. \$4,500 ono

Andy McFarland [02] 9130 2935 or 0409 443 195

For White Scout Car ... skate rail trolley 0412 897 477

M5 bomb trailer 1943 Built by Saginaw Stamp & Tool Company

Complete original condition \$1500 ono Jad Dennis 0401 049 446

**FOR SALE**

Attack Carrier base and mounting structure.

Attack Carrier shield.

2pdr breech assembly - tube has been cut off at point of disposal.

2pdr A/Tank gun, trail feet, recoil and slides, plus bits and pieces, various trail parts including sight "u" support and firing gear bronze casting.

Complete set of dies for pressing Box 166 (3" Mortar, 25 pdr Smoke) and Box 158 (5.5" Howitzer ammo), plus tooling for a stool and smoke bomb filling gear. Weight estimated at 5 tons.

Handbooks for 1941/42 Ford 3 ton trucks, BSA M20 Australian production.

.30 cal turret mounts for Ferret scout car.

Contact John Martin 0401 680 273 for further technical description and price

| | |
|-----------------|---------|
| For Sale | Page 33 |
|-----------------|---------|

**1969 ex-Army Land Rover Series IIA FFT
ARN 175304 & No. 5 Trailer ARN 154249**

Land Rover has new;

Paint: Current Army Camouflage Green · Clutch Master and Slave Cylinders - Water Pump · Windscreen, Vent and Headlight Rubbers, Handbrake, Transfer and Gear lever Boots - Front, Side and Indicators Lights - Starter Solenoid & Battery Cables

Vehicle is sold with a camouflage roof modified to fit.

Both Land Rover and Trailer have 80% + Olympic Steel Trek Tyres

\$6,700 o.n.o

Phone Scott on 0419 545 801 or (02) 9677 0057



WANTED

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Engine covers and frame

Contact Neil Harris on Mob. 0428 290 058 or (02) 6359 0655

WANTED

for a Saracen :

Left hand rear door (any Mark will do) - Wiring Loom, or any parts of it

Contact: Rick Cove 0401278238 (03) 5156 6237

rckcv@internode.on.net

New DVD on Sale

30 dedicated Australians drive through history in lovingly restored antique military vehicles to commemorate the liberation of Europe at the end of World War Two.



DRIVING TO D-DAY

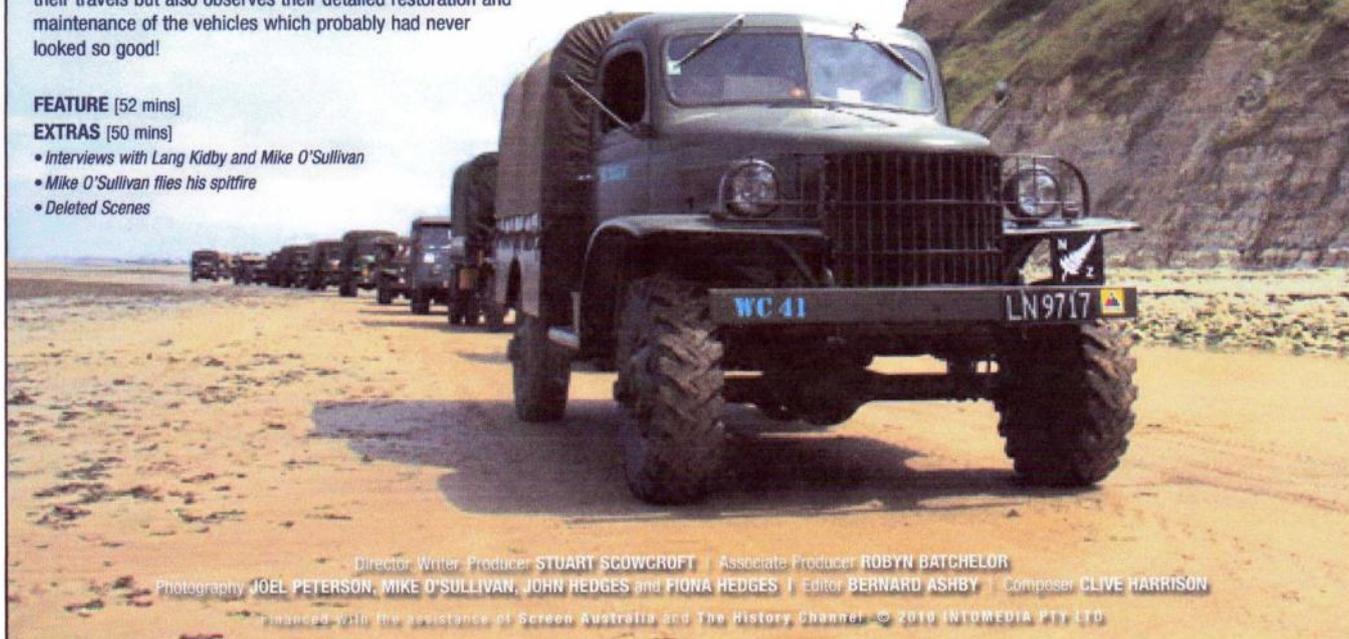
On 6 June 2009, tens of thousands of people from all over the world invaded the beaches of Normandy. They came in ships, in landing craft, military vehicles and motor bikes, aeroplanes and on foot. This was a modern invasion to commemorate an earlier invasion - marking the 65th anniversary of the landings in France that began the liberation of Europe and the end of World War Two. In the midst of the new arrivals were 30 slightly eccentric Australians. They had crossed the world to be there. But they didn't just fly in as tourists or sightseers: they drove from Istanbul in Turkey across the whole of Europe in veteran military vehicles of World War Two, visiting the battlefields of Europe that have meant so much to the ANZACs.

Led by adventurer, Lang Kidby, the convoy of enthusiasts came from all over Australia and New Zealand. All were united by their passion for their beloved veteran military vehicles. The film not only documents their travels but also observes their detailed restoration and maintenance of the vehicles which probably had never looked so good!

FEATURE [52 mins]

EXTRAS [50 mins]

- Interviews with Lang Kidby and Mike O'Sullivan
- Mike O'Sullivan flies his spitfire
- Deleted Scenes



Director, Writer, Producer **STUART SCOWCROFT** | Associate Producer **ROBYN BATCHELOR**
Photography **JOEL PETERSON, MIKE O'SULLIVAN, JOHN HEDGES** and **FIONA HEDGES** | Editor **BERNARD ASHBY** | Composer **CLIVE HARRISON**
Financed with the assistance of Screen Australia and The History Channel. © 2010 INTOMEDIA PTY LTD

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\$34.95 PER DVD [includes GST & postage]

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The Corowa 'Year of' series of DVDs

Available from Image Control in Melbourne at a cost of \$30.00 each plus postage for DVD's 2002 to 2010. The 2011 DVD is \$35 plus postage.

The first six DVDs can be purchased as a pack consisting of the years 2002 to 2008 for only \$120 plus postage.

Contact Image Control on (03) 94293301 or email keith.webb@imagecontrol.com.au

This series features plenty of action and the stories behind some of the many fascinating and unique vehicles taking part in the annual event at Corowa, NSW.

2002 - Year of the Blitz

This is the story of an attempt to establish a Guinness World Record for the largest gathering of privately owned Blitz trucks. Along the way we learn about the origins of these vehicles, their military and post-war service. Extra features include the **2004 Year of the Dodge** featurette.

2003 - Year of the Studebaker

Colourful and entertaining this documentary covers both the history of the US6 Studebaker and the event. See the convoys through Corowa and Rutherglen and the attempt on a new Guinness World Record at the Corowa Airport. Special feature is the story of the North South road told by veteran army driver Alan Smith.

2005 - Year of the Carrier

This year the theme vehicle is the charismatic tracked carrier so popular with military vehicle enthusiasts. Extra features include an hour of footage ranging from Carriers in Canada to a profile on the 2 pounder Tank Attack carrier owned by the Bandiana Army Museum.

2006 - Year of the Armoured Car

Among a total of 123 military vehicles were 8 White Scout Cars, Ferrets, Half track, Lynx, a Daimler Dingo and LP4 Armoured Car. Extra features include a visit to Precision Aerospace in Wangaratta, an extended interview with historian Mike Cecil and coverage of the Melbourne Tank Museum auction.

2007 - Year of the Cycle and Staff Car

The 28th Annual Swim-in had a dual theme this year attracting over 30 bicycles, staff cars and motorcycles along with a further 130 military vehicles. Special features include the history of these vehicles by Mike Cecil and a trip to Tocumwal with a talk from local historian Bob Brown.

2008 - Year of the Tracked Vehicle

With some 150 vehicles at Corowa this DVD is full of tracked action. From a unique LP3 carrier prototype to the mighty Russian T34 we take you onboard some of the most interesting military vehicles yet seen at Corowa. Extras include a visit to collector Ron Fry to see his extensive collection and ride in his Stuart as well as taking you to see the tanks at Mons.

2009 - Year of the Amphibian and Blitz 2.

The 30th anniversary of the event at Corowa saw a joint theme featuring amphibious vehicles and also a reprise of 2002, year of the Blitz. The record of 34 blitzes set that year was eclipsed with 43 blitz trucks being part of a total of 194 military vehicles. Highlights of this DVD are the Buffalo, Kübelwagen, plus a variety of Blitzes.

2010 - Year of the Jeep

This was always going to be a large event. 179 Jeeps making up more than half of the total of a massive 266 vehicles this year. The featured vehicle is the very rare 1940 Willys MA. At the other end of the scale is a Mutt, repaired onsite after a collision with a kangaroo. The wet conditions led to plenty of action in the mud.

Also available:

Backfire, a 1944 propaganda short movie made by Ford Canada featuring scenes of the construction and spectacular testing of Canadian Military Pattern (blitz) trucks and carriers.

\$20.00 plus postage.

Latest DVD :

2011 — Year of the British & European Vehicles

This DVD covers many of the highlights and stories of this fabulous event. There are twenty profiles of vehicles including German and British motorcycles, softskins and armour as well as an extended story on the star of the show, Rick Cove's 1916 Albion. There's also an interview with Richard Farrant from the UK, introducing him to a wider Australian audience. Also plenty of action footage around the riverside tracks, mishaps as well as pure enjoyment of being part of the largest event of its kind in the Southern Hemisphere. Just about every vehicle attending is seen in the parade and assembly at the Corowa airport.

Of interest to aircraft enthusiasts, a new release;

RAAF Pilgrimage

Filmed by Keith in flight, a group of historic aircraft commemorated the 90th anniversary of RAAF by flying from Temora to Point Cook with stop offs at Tocumwal and Ballarat.

\$30.00 plus postage.

About Image Control

Headed by military historian and enthusiast Keith Webb, Image Control was established back in 1982 and today is one of Melbourne's best known multimedia production houses, working with a varied range of clients to produce corporate video, television and radio commercials, documentaries, sound production, graphic design and websites. Trained as a photographer, Keith is also a cinematographer and editor. In addition to running the business he has a keen interest in Australian military history, in particular Blitz trucks and aircraft. Current projects include work for the Temora Aviation Museum (where Keith is Director for the Unsung Heroes project), the RAAF Museum, Point Cook and Fleet Air Arm Museum, Nowra. He is on the board of the Spitfire Association and Australian representative for the Spitfire Society

A Talk on the Great War Battlefields in Belgium

**Thursday 21st June 2012
at the Orchid Room, Ashfield RSL
Sydney, NSW
7pm to 10pm**

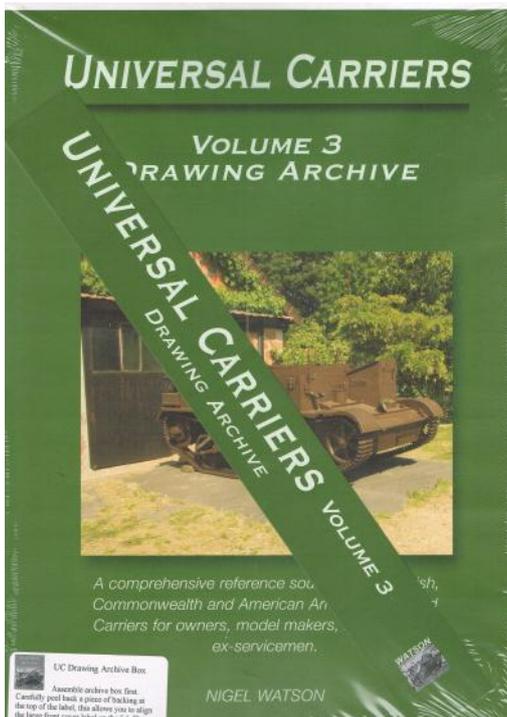
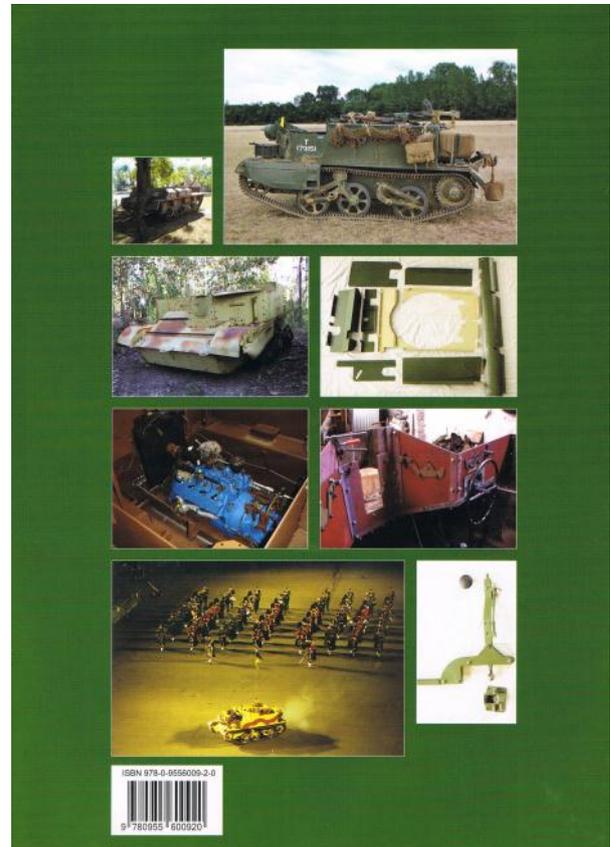
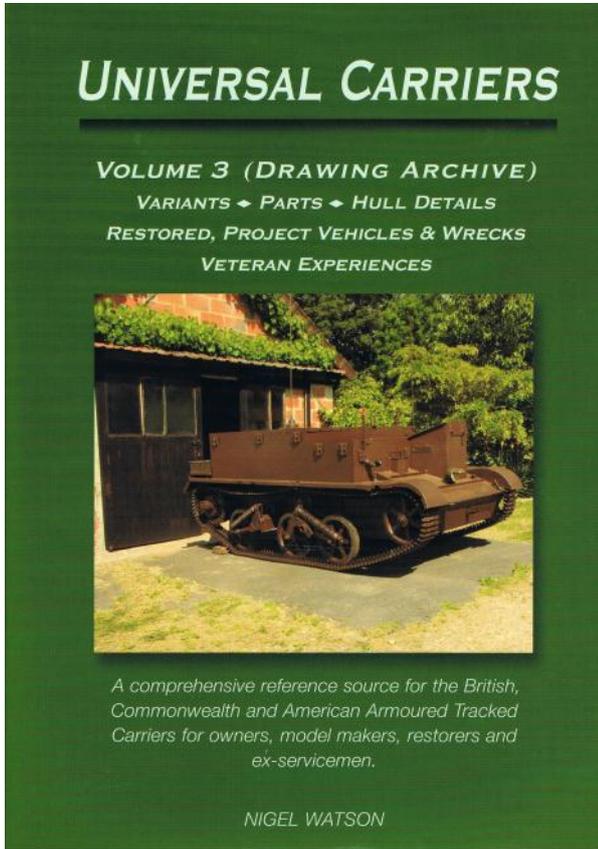


The Guest Speaker is Ms. Charlotte Descamps

Charlotte was brought up in Belgium and lived on a working farm between Poelcapelle and Passchendale in the Ypres Salient. The farm was situated in the Great War battle area, so during normal farming work, unexploded munitions are still being unearthed. She developed a deep interest and became an expert on the Great War in the Ypres area. Around 140 tons of unexploded shells are unearthed every year in Belgium, with hundreds of tons of other fragments. Many shells did not explode through faults and the soft impact area as main causes. Charlotte is at present, visiting a number of countries giving talks and lectures on this subject and anyone who has an interest in the Great War should come along to hear an interesting talk on what is known as the "Iron Harvest".

**RSVP to Jan Thompson by Tuesday 19th June
Phone: 0412 078096 Email: kveinc@optusnet.com.au**

For Sale



**UNIVERSAL CARRIERS
Volume 3**

**The latest book from Nigel Watson
Includes Drawing Archive**

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Khaki Vehicle Enthusiasts
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Entry forms can be sent to the following
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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 2013.

KVE Team

Be ready for Year of the Trailed Equipment & Armoured Vehicle
ENTRY FORMS TO RETURNED BY 28th FEBRUARY 2013



2012 Year of the 6x6 at Corowa Showground

Photo by Leisa Ward

34th Annual GPA Swim-In and Ex-Military Vehicle Gathering

Monday 11th March to Sunday 17th March 2013

The themes for 2013 are:

“Year of the Trailed Equipment” and “Year of the Armoured Vehicle”

All ex-military vehicles and enthusiasts are invited to attend.



ENTRY FORM

Entrant/Driver

Name.....

Address.....

Participants Names.....

.....

Contact numbers: (H)..... (W).....

Mobile.....Fax:.....

Email:.....

Expected day of arrival:.....

Member of the following clubs:.....

VEHICLE AND / OR TRAILER DETAILS

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

Registration/Permit No.....

Trailer Year Trailer Make..... Trailer Type

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 FORMS TO ARRIVE BY 28th FEBRUARY 2013

Entry Fee is **\$15** 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

Entry Fee can also be paid straight into the Westpac cheque account for:

“Khaki Vehicle Enthusiasts Incorporated” BSB: 032521 Account No. 162538

Please ensure your name is on the form so we can easily distinguish who has deposited money