

KVE News

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

Edition 18

May 2014

Year of the Emergency Vehicle





















Year















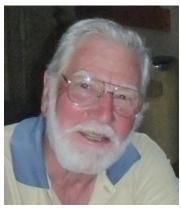


KVE Committee





Scott Rough President Mob: 0419 545 801 roughies@gmail.com



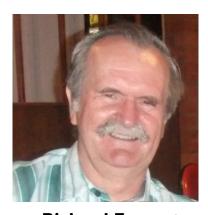
Harvey Black
Vice-President
Mob: 0427 254 374
harveyblack@bigpond.com



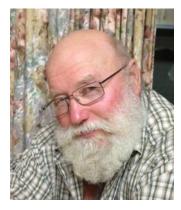
Max Mann Treasurer Home: 02 9522 6039 Mob: 0438 522 602 max205@optusnet.com.au



Jan Thompson
Secretary & Public Relations
Home: 02 9969 7607
Mob: 0423 943 010
kveinc@optusnet.com.au



Richard Farrant
Committee Member
& Newsletter Editor
Home: 0011 44 1233 627618
Mob: 0011 44 7770 378253
ayefve@btinternet.com



Neville Smith Committee Member Mob: 0429 350 569 bignev69@gmail.com

Beth Kennedy Membership Secretary Mob: 0411 586 500 isabella.1827@gmail.com



Robert Pearce
Committee Member
Home: 02 6946 5101
Mob: 0428 692 534
hrpearce123@bigpond.com

No. 18

KVE News

May 2014

News magazine of KVE Inc.



Khaki Vehicle Enthusiasts Incorporated

Organisers of the Annual Corowa Swim-In & Military Vehicle Gathering Held every March at Corowa, NSW.

Contact details: KVE Secretary, 9/I Millett Road, Mosman, NSW, 2088, Australia

Phone: 0423 943010 Email: kveinc@optusnet.com.au

Website: http://corowaswim-in.org

Editorial

Another event over and we have already started putting things together for the 2015 Swim-In. The Editor's desk never has a day go by without something Corowa related being on it or emails plying back and forth.

Back home in England, a few weeks ago, I pulled into the car park of my local supermarket and a guy got out of his car next to me and stood behind my vehicle, when I got out he said "Corowa!" I was a bit stunned until I realised he had spotted the Swim-In stickers on the rear window. This guy had lived in Australia and once visited the Swim-In. A quick chat revealed other coincidences. A very small world!

Thank you to all those who came up during Corowa week to say how much you enjoy reading these newsletters. It is great to get feedback like this, I also enjoy putting it all together, despite how time consuming it is. A special thanks to Mike Cecil who will always come up with an original article when I suggest a subject.

This edition is coming to you a few weeks early as your editor is due to go to Normandy for the 70th anniversary of the D-Day landings, I have been taking my Bedford over since 1989 and it is incredible to think it may well have struggled up the beach 70 years ago. There will be some intrepid MV collectors from Australia and New Zealand with us on the same campsite, having shipped their vehicles from home to Sicily, then following the path of the New Zealand forces up through Italy and finally to Normandy. Hopefully we will have a report on this in the next edition. There are bound to be stories to tell!

Richard Farrant - Editor





The President's Report

Page 4



Hi everyone,

Well the Swim-In now done and dusted and I hope all who attended had a good time.

Thanks to all who attended and a special thank you to the members with their themed vehicles.

We had a number of individual vehicles and it is always good to see something new.

Managing an event of this size has it problems and none more so than keeping everyone safe.

Everyone has a different opinion of what safe is.

But we did have a few incidents, ie. Driving a steel tracked vehicle at a speed, carrying passengers on vehicles not fit for this purpose and driving on black out lights in Ball Park. I was able to catch up with some of the operators and have a discussion, some I missed.

We must remember that we are on display all the time and Ball Park is a public thoroughfare and subject to NSW road rules.

Now onto the good stuff!

The parade was well accepted and with a few more tweaks it should become a permanent fixture.

Swap meet and the planned runs where well attended.

2015 is a big year and the Swim-In will be no different with another dual theme. The Year of the Emergency Vehicle and Year of GM. The Corowa RSL is putting together a Gallipoli display to run the same time as we are in town.

To help us plan the Swim-In please pre-enter, it helps us with numbers. If you have any suggestions please forward them to us. We are always welcoming new ideas. If you want to be more hands on then come and join KVE.

That's all for now Roughie.

Scott Rough

President.



Secretary's Notebook

Page 5



Hi all,

Another Corowa event is over. Having over 200 vehicles in attendance was great. With the theme in 2015 being Year of the Emergency Vehicle and General Motors it is quite possible we could reach a record of vehicle attendance. In 2010 when we had Year of the Jeep there was a record of 266 vehicles at Corowa. There were many people who thanked KVE for the organising for 2014. We do appreciate the thanks and also are open to suggestions people may have. There were a few things which occurred in 2014 around the operating of vehicles which will be looked into.

KVE will be having a meeting in Corowa on 19th July. We will meet with the Corowa RSL and Corowa RSL Sub-Branch so will have more information on their plans for commemorating the 100th Anniversary of WW1. Anyone who is interested is welcome to attend. Please send me an email to let me know you would like to attend so I can send you a meeting agenda including meeting times.

For those that like to plan their life out well in advance, here are the dates of the Swim-In event up until 2018 :

Themes for 2015, 2016, 2017 and 2018:

In 2015, 9th to 15th March – theme is: Year of the Emergency Vehicles and Year of the General Motors

In 2016, 14th to 20th March - theme is: Year of the Tank and Year of the Chrysler (2)

In 2017, 13th to 19th March – theme is: Year of the International

In 2018, 12th to 18th March - theme is: Year of the Land Rover (70th anniversary)

Hope to see you in July,

Jan Thompson



Secretary / Public Relations Report

Page 6



35th Annual Corowa Swim-In and Military Vehicle Gathering

We are now half way between the 30th and 40th events. I have attended 33 previous gatherings and I remember the days when it was a very casual gathering of people and a small number of vehicles. The trips from southern Victoria in the early 1980s were such a long drive particularly with very few bypasses at that stage in my father's Ford Blitz Ambulance. This year we managed to have 206 vehicle entries by Saturday 15th March. In the early days the event was organised particularly for people with amphibious jeeps (GPAs) and there have been some years when we were lucky to have one or two Amphibious Vehicles. It was great to see 8 GPAs and a Stalwart. All vehicles were able to go into the Murray River. My role as Secretary and Public Relations Officer is very interesting and time consuming. Khaki Vehicle Enthusiasts Incorporated was formed in 2006 and over more recent years we have gained new members who assist with the organising of the event. One thing which I have enjoyed doing is talking to the media about our event. There is so much to say and sometimes there is not enough time during an interview to tell people what a huge and great event this is.

Pre-registration is very important even for people not bringing vehicles as this gives us an indication of the number of promotional items we need to purchase. We received a grant from the Corowa Shire and this went towards the promotional items. We did have a problem with our supplier who previously had been great so we had extra last minute expenses and are still to receive our refund. He will not be getting our business in the future. We were very close to 300 pre-registered participants so we didn't have current caps or plaques to sell this year. When people have preregistered it is important that they come to the Site Office upon arrival and collect their participant packs. These are filled with goodies and information which will be used throughout the week including vouchers to local businesses. I remember using the vouchers for the Corowa Chocolate Factory, Newmarket Hotel, Hotel Australia and a few others. Next year some of the wineries will be contributing again.

We had conversations with representatives from the Corowa RSL and RSL Sub Branch while in town in 2013 and it was suggested we apply to the RSL for a Grant to go towards Road Closure for our parade. I had a conversation in July with an RSL representative one day, submitted a letter the next day and the day after we were notified we had successfully received a grant which well and truly covered our parade. Scott Rough and Harvey Black organised the Traffic Management Plan and we have to thank the Corowa Shire for being so accommodating. We have identified areas which need improvement and this is under control.

Richard Farrant came out from the UK once again for his 8th Corowa event. As well as a Committee Member he has taken on the role of Newsletter Editor and over the past couple of years has put together a number of informative newsletters. He must spend close to 15 hours each week working on the next Corowa event. In 2012 we started producing a Special Edition newsletter for the participant packs which provides pre-registered participants with all the current information on the program, interesting stories including restoration, upcoming events and many other items.

Troy, Richard and I headed off on Saturday 8th March and arrived in Corowa prior to a 3pm meeting with the Show Society and Showground Trust. Jan McKenna was running the Swap Meet this year and she was able to show us all the bookings she had received plus make sure she had put people's sites in the positions they had requested. A 6 x 6 metre site undercover was \$20 per day while a 6 x 6 metre site outdoors was \$10 per day. Those with larger sites were informed that their charges would be according to the space they had which was a very fair way of charging. The Showgrounds were open from Thursday to Sunday for Swap Meet sites and camping only for site holders. Upon our arrival at Ball Park Caravan Park there were already a number of the regular entrants set up and a few people last year realised that arriving on the Saturday was a sensible thing to do. It allowed more time for socialising and visiting the local wineries.

On Saturday evening the Wangaratta Rodders held another Rod Run through Sanger Street. Not as many Rodders as 2 years ago but some very admirable and well restored vehicles. There was a band playing at the Royal Hotel and the street was closed for their Night Cruise. We recognised that the people doing the traffic management were the same as we had chosen for our parade the following Saturday. On the Sunday we set up the Site Office which was provided by the Corowa Shire. We went and looked at the Rodders in Bangerang Park and also there were a display of tractors which had been on the 2500km Tractor Trek.

Secretary / Public Relations Report - cont'd

Page 7





The 'A Team' opened the Site Office on Monday morning at 9am. Dave Argles, Brian Healey and Richard Farrant started booking participants in. Bruce McCann really wanted number 110 so had to come back on a regular basis to make sure he didn't miss out. On Monday I had lunch at the Corowa Chocolate Factory. Dean, the manager remembered us from negotiations we had shortly after the Chocolate Factory was set up at Corowa and offered to show us the work which had been going on the building alongside the chocolate factory and café. They are planning to have an opening of the new sections in October.

On Tuesday, Stephen Davis organised a trip to Puffing Billy. It was a 3 hour trip from Corowa for an organised lunch trip on

the train.

I had received a phone call a few days prior from Prime TV at Albury and they wanted to visit our event. I decided that if it was done on Tuesday this would give plenty of time for promotion and also enabled me to get a few vehicles including amphibious types down to the lagoon. A good roll up of vehicles and the reporter Samantha had a wonderful time in Manfred Henkel's GPA. It was a very memorable occasion where she was given an opportunity to get dunked in the water after Manfred said he can get his GPA in the water the 'Fastest'. She did give a warning 'You do get a bit wet". Meanwhile I received a phone call while this was happening from WIN TV and they were on their way over to Corowa so the message went around that we needed vehicles for them to see as well. During the afternoon Fletch from Classic Restos arrived at Ball Park. After having such a good time last year he was easily convinced to come down a day earlier so we could show him around. Please take a look at the following coverage:

http://www.abc.net.au/local/photos/2014/03/13/3962770.htm

http://au.prime7.yahoo.com/v1/news/a/-/local/22025280/full-steam-ahead-for-historic-visit-video/

http://au.prime7.yahoo.com/v1/news/a/-/local/21934266/khaki-invasion-hits-corowa-video/

A number of KVE members attended a dinner at Neville Smith's on the Tuesday night. We had a tour of Neville's vehicles and were able to look at his museum and then we were expected to eat a huge dinner. Thanks Neville for your generosity. Neville started his Commer TS3 engine while Fletch filmed it and it is now on Classic Restos Facebook page.

On the Wednesday the vehicles went across to Yarrawonga and Mulwala. Beth Kennedy provided the following report:

We headed to Mulwala Public School. [each year KVE members travel to local schools to take Australian Military History to the children and adults and giving back to the Shire for the assistance they give us each year], approximately ten vehicles, Including a T-Model Ford, Mini Moke, Jeep, and an Alvis Stalwart Amphibious vehicle were venturing the 40km west of Corowa. Neville and his son were the leaders [in a Land Rover, we just followed the oil spots didn't we Neville], but prior to leaving the shenanigans that went on from Scott [KVE President], Neville Smith [Committee member], and others were hilarious, just wish I could put the video in this report. The Model -T was having problems even before leaving Corowa, but eventually made it out of town. Unfortunately the Model -T over heated trying to keep up with the faster vehicles, and returned to Corowa.

Beautiful scenery [very green] along the road with crops, sheep, cattle and the river, etc. to make the journey enjoyable. Just East of Corowa were the relics of the two mini tornados that went through the area in March 2013 [we had passed through Mulwala/Yarrawonga several hours prior to the tornados hitting the area in 2013, thank goodness]. Dead trees everywhere in the Lake and in the paddocks, but there were signs that some trees were re-growing. A gateway with brick walls and nowhere to go, the new house has been rebuilt a little further down the road. Visited the Mulwala Public School and met some very excited children [including the Pre-school children] who were very excited to see the older military vehicles.

Secretary / Public Relations Report - cont'd

Page 8



The Alvis Stalwart had been set up [on the passenger side of the vehicle] with stairs and a slippery dip, which proved very popular with the children. Neville was giving the children rocking rides, [children in the back of the Land Rover] by rocking the vehicle side to side. The Moke had children climbing in and out of it, even Mervyn allowed the children to climb in the Jeep. Someone found the horn and from then on you couldn't hear yourself think, but everyone was having a great time. Let's hope that among those children some will remember this visit and then catch the restoration bug or even take an interest in Australia's Military History. Mulwala is an interesting small town, on the NSW side of the Murray River/Lake Mulwala and the Yarrawonga Weir and has the BEST bakery for PIES. Everyone decided to sit and have lunch there whilst we were waiting for the local Museum to open [especially for our group]. Whilst we were having lunch a 'parade' of Rolls Royce went through Mulwala and the oldest was I think a 1914 model [others of our group will more than likely let me know how old it was]. Amazing to see these older vehicles still in action 100 years later.

The Mulwala Pioneer Museum, was very interesting, the early town and local country history included a very large collection of Lego [set up], clothing from the different eras, vehicles, a model of the local butcher from around the early 20th century. The local telephone exchange [late 1950 to 1960] in working order so you could see how it worked, a bread truck, farm equipment, and aeronautical just to name a few of the very interesting items in this Museum. Many thanks to the lovely lady that opened the Mulwala Pioneer Museum for us. Heading over Lake Mulwala via the bridge to Yarrawonga [Victoria], Mervyn lost his 2012 cap much to his disgust, in the hopes that the cap may have landed on the bridge he took off back over the bridge on foot waited, for the traffic to clear, by then it had floated away, returned complaining that he had worn the cap with no problems all day then gets on the bridge and loses his cap. Oh well he still has the others, it was not his favorite he said that's why he wore that one. We returned to Corowa via the Victorian roads and arrived back at Corowa about 3pm, some very tired [me] some sunburnt but everyone happy. Thanks Neville for a great day.

Troy and I helped Fletch do some location filming. We covered the town of Corowa and the Shire, Corowa RSL then headed out to a few wineries for some wine tasting and Fletch incorporated some of the wineries into his show. After arriving back in Corowa we commenced interviewing and filming some of the participants so we were able to reduce the workload on Thursday. The show will have interviews with David Stafford and his GPA, Graham Arkle with his Stalwart, Alf Brooks and his BSA motorbike, Merv Kennedy with his SAS Jeep, Rick Cove and his WW1 Albion, Ken Gerhke and his WW1 T-model Ford, Bob Schutt with his Ford C11ADF Station Wagon.

Wednesday night we went to the Newmarket Hotel for a lovely meal. The boys from North Head lit the Searchlight and unfortunately we missed it so we made sure we were back from dinner earlier on the Thursday. Someone saw the searchlight 20km out of town and got in their car and tracked down what was going on 'after seeing the light'.



Thursday was another busy day. Diana Alan organised a trip to Puckapunyal which left at 7:45am. Thanks to Garry Beers for the following report:

Approximately 25 people went to Puckapunyal in civilian vehicles and a 6x6 Land Rover. After a 100-110km per hour trip we were at the front gate. After a look through the museum and the new annex which was not open the last time I was there. Diana organized a BBQ lunch which was good for everybody. After lunch we visited Ron Fry's farm and his Macks, Chev Blitz's, tanks, etc. which was great. We arrived back at Corowa around 4pm. Thanks to Diana for organizing the day.

I had organised for Jason from the Corowa Free Press to come down and take some photos and had lined up a session with Nick from ABC

Secretary / Public Relations Report - cont'd

Page 9



Goulburn Murray Radio. Nick wanted to go out in the Murray in a GPA and did a live coverage. Di and Richard Sanders were able to help this time and I talked about the event and they spoke about their vehicle. Meanwhile Fletch was interviewing and filming people and the amphibious activities which were going on at the lagoon. The Corowa Mayor, Fred Longmire came down and was interviewed. Those who stayed in Corowa visited the Corowa



Primary School at 11am. In the afternoon a visit to Max's Motor Museum was organised. There were oil engines, free standing V-12 Motor, cars and motors from all ages. Some local enthusiasts have their cars at the museum.

At the end of the day Keith Webb organised to film Fletch for his next DVD. Dinner at the Hotel Australia was served quickly and we managed to get back to Ball Park for the Searchlight. Bill Bates from Victoria provided a siren which had to be wound up. A number of people attempted to keep the siren going and the most memorable was Steve Dietmann who cranked it the hardest and broke the handle.

On Friday there was a trip to Howlong. Beth Kennedy provided me with the following report:

We headed East from Corowa on the NSW side of the Murray River to visit Howlong Public School & the museum, this is the first time in many years that KVE have travelled to Howlong to allow the children to look at & touch exmilitary vehicles, some vehicles being over 100 years young.

The T-Model again started on this trip with approx. nine other vehicles including Scott's ex-army International S Line [& of course Army Green in colour]. No breakdowns on this trip but again Mervyn's Cap blew off, but he did get it back again & the T-Model Ford passed us.

We arrived at the school and met lots of excited children & once again Neville used his Land Rover as a rocking machine much to the delight of the children [& some adults at the end - didn't make me fall did it Neville], children once again climbed over and through the vehicles [except Scott's, the big meanie], blowing the horns on some and generally just having a great time. Again the hope is that some of these children will remember these vehicles as they grow older and become enthused to restore, visit places where like-minded nuts, oops sorry, like-minded people gather to look at these vehicles & remember the men and the history of our Military past. These children & others like them are Australia's future.

After the school visit we headed to the town Bakery & once again Pies were on the menu [didn't try these so won't comment on the taste], tables were at a premium as there was a push bike group there as well, but we managed.

As we were leaving it was noticed that one of the jeeps was leaking what looked to be water. We saw the owner of the jeep [with the leak] later outside the Howlong Museum, whilst waiting for the other members to return to their vehicles. We mentioned the leak and he said that the leak was easily fixed and that he wouldn't have a problem getting back to Corowa. While we were talking I noticed some pumpkins at a very reasonable price which then started the rush to purchase them [we left with three pumpkins].

As we had decided not go to the Museum we returned to Corowa via the Victorian roads & had a look around Rutherglen area, before returning to Corowa that afternoon. Talking to others later it appears that all the members that attended the trip to Howlong had a good day out.

Again, Thanks Neville for organising this trip to Howlong.

Later in the afternoon Ron and Ryan King arrived and couldn't wait to have a ride in the Stalwart. Apparently they were supposed to meet Ron's wife Linda for dinner but ended up saturated from the Stalwart dunking experience. In the evening Keith Webb was our guest speaker. Many thanks to the Corowa Football club for organising their facilities across from Ball Park Caravan Park. For \$20 people were able to have a 2 course meal and drinks were also available. Keith's talk at Corowa 2014 outlined how his interest in military vehicles and aircraft shaped his career.

Secretary / Public Relations Report - cont'd

Page 10



Beginning with how he was named after an uncle who was killed on flying operations in Europe, Keith outlined how



he fell in love with the romance of blitz trucks at a tender age. He spoke of how his interest in photography drove him to record the history of surviving military vehicles on his travels around Victoria and then the world, creating a unique archive. With his childhood friend Tony Wheeler he acquired and restored a Ford blitz, later buying Tony's example when he transferred interstate. After leaving school he worked in a warehouse dealing with military vehicle parts, then after travel overseas he married and had a family, starting his own video communications company which has continued all his life. His interest in military vehicles and aircraft drew him to make several documentaries and he told the story of his involvement with the Temora Aviation Museum, in particular the Unsung Heroes Project, interviewing more than 450 former RAAF

personnel. He finished his talk with some examples of his latest air to air filming of Spitfires and Hornets. At the end of the night he told me he had received a message from Temora saying they were hoping to be able to do a flypast over Corowa as they were returning from Albury.

John Oldenmenger arrived in Corowa just in time to do a drivers briefing at the Football Club. Every year prior to our talk we aim to encourage as many people as possible to listen to the talk. This gives information of how Dutchy wants the vehicles to form up both prior to and after the parade and when people don't attend they quite often follow the person in front. We did specify the same parade route as in 2013 as we used the same area for the vehicle line up. Drivers were advised not to turn down Orford Street and once again some people didn't follow these directions. When one vehicle goes the wrong way they lead the other vehicles the wrong way which interrupts the formation of vehicles at the line up area. Next year we would like someone to volunteer to stand on the corner of Orford Street to stop vehicles taking the wrong turn. The other issue which continues to arise is that the vehicles must remain in the line-up until 11:30am. KVE want to provide a safe environment for all our activities and people were notified of this both in their information packs and at the driver's briefing. This year we used Mick Downing's Cherry picker. I must say it was easier to get into and it provided a great vantage point for a group photo. The Corowa Rotary club provided both breakfast and lunch this year. One of the people who did well was the Ice cream man. Fortunately the weather held out for the swap meet.

The Saturday parade and swap meet was very well supported. Approximately 180 vehicles drove from Bangerang Park to the Corowa Showgrounds. The parade commenced and the Temora Aviation Museum's Spitfire VIII flown by Steve Death flew over Bangerang Park and over the town of Corowa. What a magnificent sight. (Thanks Keith for organising this.) The Traffic Management Plan worked well and we would like things to be a bit smoother in the future. At this stage the Parade in 2015 will leave from the Corowa Saleyards which is near Bindaree Motel and Caravan Park on the Sydney side of Corowa. The vehicles will drive into town and turn left and go down Sanger Street before turning right at the bottom roundabout and go along Edwards Street towards the Showgrounds. We would like to have all traffic stopped while we go down Sanger Street and around the Edwards St roundabout. Unfortunately this year there were some quite large gaps in the parade. Many thanks to David Williams for collecting a gold coin from people entering the Swap Meet. This will continue next year. A volunteer for this role would be greatly appreciated. The swap meet is always a place where people can pick up items of interest or valuable things for restoration projects. Rick Cove managed to pick up a wheel for his WW1 Albion. Where else would you get one of these. I am sure other people purchased items they didn't think they could buy or sometimes people make contact with stall holders prior and end up organising to exchange items for money. I was impressed with the tank earrings I purchased off Fiona Shearman. She sold a number of 'Land fill T-shirts'. Many thanks to Jan McKenna for helping KVE with the Swap Meet. She did an amazing job and it is important for people to make contact with her before setting up their site. There was one person who complained and that is because he should have been told by a participant who he has regular contact with that it would cost him more than last year. This person apparently had a few thousand dollars' worth of sales on the first day he opened his site.

Secretary / Public Relations Report - cont'd

Page 11



John Gordon shared the following with me:

The Ford GP owned by John Gordon appearing for the first time. GP is Ford code for: G – Government contract;



P-80 inch wheelbase. This is the 2nd prototype made by Ford which competed with the Willys MA and the Bantam BRC 40, to win the US Quartermaster's contact for a light reconnaissance vehicle.

Approximately 4,500 GPs were produced. The Ford GP is powered by a 119 cubic inch (1.9 litre) 4 cylinder 9N Tractor engine which produces 45 brake horse-power. It has a 3 speed non synchromesh gearbox adapted from a Model A Ford car. The motor is offset to the right, the differentials and transfer case are on the left. It is notably lighter and lower in profile than a Standardised jeep. This GP has matching engine, chassis and data plate numbers. It was delivered to the Quartermasters Corps on 26 September 1941. It is finished in the markings of the US 2nd Pursuit Squadron of the AVG (American Volunteer Group AKA

"The Flying Tigers") which operated Ford GPs in Burma and Southern China from late 1941 to mid 1942. The Willys MA won the contract however, the Standardised jeep that arose included features from all three prototypes. From the Ford, the flat topped bonnet; the headlights behind the grill; and headlights that swiveled to light the engine bay. This is one of 3 extant restored GPs in Australia with another two at least under restoration.

This Ford GP was originally restored as a show vehicle in the USA by Ken Hake, a renowned prototype restorer. It was refinished again in Australia last year to achieve greater reliability. John would like to acknowledge the excellent restoration undertaken by John Stapleford of Queensland as well as the valuable advice and parts from Michael Brown, Darcy Miller and Richard Sanders.

On Saturday afternoon there were vehicle activities down at the river. It was great to see so many amphibious vehicles in the water at the same time. I was asked to go for a ride in the front seat of the Stalwart. After seeing what some people had been through on the back of the Stalwart I asked for the hatches to be closed. Even then I got a dunking as the water poured through what felt like the hatches, windscreen etc. It was fun and I must thank Graham for allowing any 'Tom, Dick or Harry' into the vehicle. I do remember that Keith Webb was on board so I am sure there will be some good footage in the next DVD.



Secretary / Public Relations Report - cont'd

Page 12



We changed the Saturday evening activities and commenced at 8pm with presentations, a quick auction with just a few donated items and then gave people a chance to talk about events for 2015. All the participants received a Voting form and this enabled us to decide on who would receive the main awards this year. It also gave participants an opportunity to suggest a theme for 2018. Awards this year went to:

- 1. Mal Mackay Memorial Award: This award will be given to an individual who appears to get the most enjoyment out of being at Corowa. Award went to Colin Young. Reason why: He brings so many vehicles each year to Corowa. This year he had 5 vehicles at the event.
- 2. *Hard Luck award.* Award went to Rick Cove. Reason why: Worked for 10 months to get his Ford Lynx restored for Corowa only to have axle problems with the transporter after leaving home.



Rick Cove shared the following with me:

The trouble I had with the 1977 Leyland which was towing the newly restored Ford Lynx Scout Car. (See photo.) The Leyland was not pulling as well as it usually did and I could not get over 75km/h. There was noise coming from the right rear axle bearing and the hub was very hot. Knowing that I had to pull up over Mt. Hotham I turned around about 45km. from home and took the whole lot home again much to Jill's surprise. (She was following me a few hours later in our modern towing the camper.)

- 3. *Breakdown Award.* Award went to Fred and Marilyn Reeves. Reason why: The water pump in their Blitz broke down at Temora and they had to wait 2 days in Ganmain until it was fixed.
- 4. **Longest distance driven in a military vehicle** Award went to: Klaus Lukarsh. Vehicle: Dodge Weapons Carrier. Number of Kilometres driven: 1,000.

He flew from Singapore to South Australia on 6 March with his girlfriend. He drove his Dodge which he hasn't touched for 4 years from Mt Compass to Corowa and return. (photo on right).

- 5. **Encouragement Award.** Award went to: Aaron McCann. Reason why: for his growing knowledge about military vehicles.
- 6. **Vehicle People's Choice For your favorite vehicle attending this year:** Vehicle owner: Bob Schutt. Type of Vehicle: Ford C11 ADF

Here is some information on the vehicle. The Ford C11ADF Station Wagon was Canadian built and supplied to



British and Commonwealth forces in North Africa. The model designation breaks down to the following: C = Canadian design, 1st digit = model year; 1 = 1941 model, 2nd digit = engine type; '1' Indicates the 85-hp engine, A = 4x2 car chassis with 114" (1941), D = unknown, F = right-hand drive. The C11ADF was fitted with 9.00-13" tyres and a "full-floating" truck-type rear axle with open propeller shaft and semi-elliptic springs (as the Ford C011DF - F8). Bob's vehicle was made up from parts of 5 vehicles and the body required extensive reconstruction. It represents a vehicle in use in the North African desert campaign.



Secretary / Public Relations Report - cont'd

Page 13



7. World War One vehicle - People's Choice: For your favorite WW1 vehicle attending this year:

Vehicle: WW1 Model T Ford owned by Ken Gerhke





8. Ford vehicle - People's Choice: For your favorite Ford vehicle attending this year:

Vehicle owner: Bob Schutt. Type of vehicle: Ford C11 ADF

Other presentations:

- Graham Arkle once again had his Stalwart at Corowa and throughout the week was giving everybody a ride. The award was 'Never have so many people been soaked by so few'.
- North Head for demonstrating the Searchlight from Wednesday night to Saturday night and allowing people to help with 'Lighting up the night'.
- Bill Bates for bringing the air raid siren to enhance the Searchlight demonstration.
- Steve Dietmann cranked up the siren alongside the Searchlight and was given the award for 'the loudest and longest'.
- Manfred Henkel for bringing another GPA to Australia to keep the Swim-In tradition afloat.
- An appreciation award to Brian Healey for his work in keeping people up to date at the event with the Daily Dispatches newsletter.

Dennis Ratcliff from the Corowa RSL gave us an update on their plans for 2015. They want to be able to provide trench systems so people can experience what it would have been like 100 years ago. They are still working out which part of the Showgrounds and Racecourse they will be using due to some local people who are against noise. Bob Kenny spoke about the Trekkers 2015 event to Alice Springs.

Many thanks, to those people who helped during the week at the site office. It was great to see both KVE and non KVE members helping out. In 2015 we would like 3 people on each shift and we will probably open all day on the Thursday and the Friday. There were one or two people who didn't turn up for their shift so next year we will have contact details for each person. What has really impressed me is that the majority of people who helped out on the site office who were not previously KVE members ended up applying for KVE membership.

The majority of participants left on Sunday and hopefully all arrived home safely. We had our KVE AGM and General Meeting on Sunday morning and after packing up the site office had time to relax. We supported the Corowa RSL in the evening by going there for dinner.

Secretary / Public Relations Report - cont'd

Page 14



On Monday morning as we were heading out of Ball Park to drive back to Sydney, Manfred Henkel was ahead of us and unfortunately just prior to exiting the Caravan Park the back two wheels of his GPA came off the back of his trailer. Manfred was concerned about starting the vehicle as he had problems with petrol leaking into the bottom of the hull. With the help of Andrew from Ball Park and two of his German staff with some passers-by, we unloaded the GPA safely and then reloaded it, making sure it was secured well this time.

You must all be aware that many hours of organising goes into this event. If I did a personal tally it would average out at least 10 hours per week. Leading up to the event it is definitely more. Having a Committee who offer to help does assist a lot and they are now used to me delegating a few tasks their way. Thank you to anyone who has helped in any way. If there is anyone out there who would be able to help during the year or at the event we would love to hear from you. I am impressed at the different skills people possess and it takes a club to put this gathering together.

Vehicle List for Corowa 2014:

49 Ford Jeeps	8 GPAs	3 Ford Ute	1 Ford Truck
2 WW1 Model-T Fords	1 Ford MUTT	1 Fordson WOT2	1 Ford C11ADF heavy utility
27 Willys Jeeps	1 Albion A10	1 1926 Dodge Model 4	1 Datsun 200B
1 Mitsubishi Jeep	6 bicycles	11 Motorcycles	15 Dodges
11 Blitz trucks	32 Land Rovers	1 Dodge M882 Truck	1 Steyr-Puch
5 Studebakers	2 Austin Champs	2 Bren Gun Carriers	2 AMG MUTTs
2 Ferret Scout Cars	1 Inter tractor	1 F1 Inter	1 International S-Line
1 AR160 Inter	1 Inter Fire truck	1 Inter Tipper	2 Mokes
1 Toyota Landcruiser	1 Daimler Dingo	2 Unimogs	1 VW 82E car
1 Alvis Stalwart	1 M274 Mule	1 Humvee	1 Chev Truck
1 White Scout Car	1 Chev Cinema van		

206 Vehicles, 1 Searchlight and a generator

The club members and Committee of KVE hope people are working on vehicles for the following themes:

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

2016 - Year of the Tank and Year of Chrysler 2

2017 - Year of the International

2018 - Year of the Land Rover

Please also remember you don't have to bring a theme vehicle. We accept people with any military vehicle. If you don't have a military vehicle, come along and enjoy yourselves. Any participant is encouraged to pre-register. Pre-registration for the 2015 event is open and costs only \$20.

We rely on you to encourage people to go on our database so feel free to send them a link to our website: www.corowaswim-in.org or give them our email. kveinc@optusnet.com.au

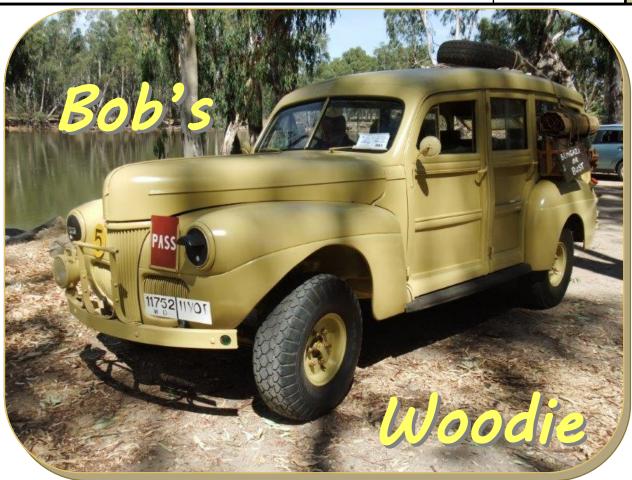
Report written by

Jan Thompson

2014 - People's Favourite

Page 15





The winner of two awards in the voting at this year's Swim-In was Bob Schutt's beautiful restoration of a Canadian Ford C11ADF Station Wagon, it took the overall People's Favourite as well as Favourite Ford, and well deserved too.

Bob has been working on this rare vehicle for about 12 year's and is a real credit to him. The Ford would undoubtedly have returned from North Africa when the Australian forces pulled out to defend their own country. It is known of another in the UK, that was stripped many years ago, but now in final phase of restoration. There are several lookalikes, but Bob's is the real McCoy. Even though it is a rare vehicle, Bob was able to find the remains of three to enable him to get enough parts together.

They would have been supplied from Canada to supplement the utilities being produced by Humber (Snipe) and Ford (WOA2) in the UK and most, if not all, were shipped straight to North Africa. Often used by senior officers in the field, they were equipped with a folding map table for those sitting in the rear seats. With the 9.00-13 tyres and truck axles it was a sturdy vehicle.

With all the added accourrements on the car such as can racks and sand mats, etc. it has a very authentic look about it. More photos on the following page.

2014 - People's Favourite - cont'd

Page 16





The inside of Bob Schutt's CTIADF showing the folding map table for the rear occupants



This photo shows the wooden lathes that form the roof structure, over this is stretched canvas and then painted.



Bob demonstrating the acceleration of the Ford!





The attention to detail can be seen in these two photos, on of the inside of a rear passenger door and the right hand photo shows the stowage in the rear of the body.

Classic Restos at Corowa 2014







In association with



2014 DVD of Corowa GPA Swim-In & Military Vehicle Gathering

KVE have pleasure in announcing that we have available to order DVD copies of the Classic Restos episode of the 2014 Corowa Swim-In. These are broadcast quality and a great record of the event.



Once again Fletch came to Corowa for the 2014 Swim-In and featured the event in another episode of Classic Restos

All the action and interviews as seen on TV





See the action on land and water as we feature the two themes of Year of World War One and Year of the Ford

For more details contact Jan Thompson on 0412 078 096 or email: kveinc@optusnet.com.au

Proceeds going towards bringing Fletch back to Corowa in 2015

......

Please may I order	Classic Restos at 2014 Corowa Swim-In DVD(s)	[insert quantity]
	DVD: \$15 each	

Payment by cheque or money order payable to "KVE Inc", sorry no credit card facilities.

Send to Jan Thompson, 9/1 Millett Rd., Mosman, NSW 2088 kveinc@optusnet.com.au

or by Bank Transfer to Westpac cheque account for:

"Khaki Vehicle Enthusiasts Inc." BSB: 032521 Account no. 162538

Please ensure your name is on the Bank Deposit/Transfer form with "DVD" added, then post or email this form to above address.

Name:		
Mailing Address:		
Town/City:	State:	Postcode:
Contact phone number:		
Email Address:		

2015 Themes

Page 18



36th Annual Corowa Swim-In & Military Vehicle Gathering 9th -15th March 2015

As can be seen on the front cover of this edition, 2015 will be another double theme year. The cover might give you ideas or inspiration of the diverse vehicles the themes encompass. Below is a few ideas;

Year of the Emergency Vehicle

This theme will cover all military emergency vehicles such as ambulances, fire trucks, airfield crash tenders, military police vehicles, bomb disposal and so on. Also there are those ex-military vehicles that had a second life converted to fire trucks and serving with the likes of the bush fire brigades, etc.

Year of General Motors

General Motors being a worldwide auto group encompasses makers who built military vehicles such as Chevrolet, GMC, Bedford, Vauxhall, Opel, GM-Holden, Pontiac, Buick, Cadillac, Terex, Diesel Div. of GM-Canada, Cadillac Gage, Oldsmobile, Maple Leaf, etc.

So we are expecting to see Chev "Yankee Joes", CCKW "Jimmys", DUKW, Chev Blitzs, Bedford QL, Churchill tank, Pontiac Ute They are all out there so get them oiled and dusted off and bring them to Corowa next March.

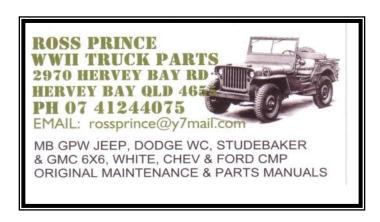
Not forgetting that 2015 is the 100thanniversary of Gallipoli and of the formation of ANZAC. The Corowa RSL will be organising a commemoration event for this.

Themes for 2016, 2017 and 2018:

In 2016, 14th to 20th March - theme is: Year of the Tank and Year of the Chrysler (2)

In 2017, 13th to 19th March – theme is: Year of the International

In 2018, 12th to 18th March - theme is: Year of the Land Rover (70th anniversary)



Page 19



Accommodation Options in Corowa area

This list is of accommodation in Corowa and surrounding area, for those wishing to come to the event next March. 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
Yarrawonga & 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	Yarrawonga	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 St., Corowa. 02 6033 3760 royalhotelcorowa@westnet.com.au **Hotel Australia**, Sanger St., Corowa, NSW 2646 02 6033 1052

Swap Meet notice

Page 20





36th Annual Corowa Swim-In & Military Vehicle Gathering

SWAP MEET

The Swap Meet at the Showground will have covered and outside pitches available and it is requested that those who wish to book a pitch, do so in advance, to ensure they get their choice of Undercover or Outdoor.

Stallholders only, will be able to camp at the showground from Thursday to Sunday, charges will be \$10 per person / per night. Stalls can be open from Thursday to Saturday and charged per day as below.

Stall rates

\$10 for Outdoor site 6 x 6 metres (approx.)

\$20 for Undercover site 6 x 6 metres (approx.)

Double the rate for 6 x 12 metres (approx.), etc.

Rules which the Showground Trust have requested we abide by:

- Dogs will be allowed and must be on a leash at all times.
- Only Swap Meet stallholders to camp on site.
- Stallholders to remove their own rubbish from site, failure to do so will mean no stall there in at future events.

Stallholders who are camping will be able to use the showers and toilets which are owned by the Show Society. The Racecourse toilet block will be opened either Friday night or Saturday morning.

The Swap Meet will be managed on behalf of KVE. **Jan McKenna** from the Show Society will be organising the sites and collecting all camping and stall fees. Her contact details are as follows:

janandfrankmckenna@bigpond.com or phone (02) 6033 1148 - Mobile 0427 331 148

The Booking form will be in next issue, advance enquiries to Jan McKenna as above.

Corowa Comments - 2014

Page 21



- Congratulations to the organizers, job well done (Alan Lark)
- Many thanks for the organisation of another successful Corowa (Max Mann)
- Just a quick note of grateful thanks for all the hard work you and all the others in the KVE put into organising another successful Corowa swim-in. Despite not being able to bring the Studie this year, I think I had the best time I've had and the boys did too. Well done! (David King)
- Congratulations to you and the Committee for another great event. I travelled down with one of my brothers and his son and we all enjoyed the experience. (John Gordon)
- Thank you both for another great Corowa. Hope to have the ultimate ready for next year 1942 Chev Ambulance! (Graham Meyer)
- Just thought I would let you know that Corowa was it's normal great show, Congratulations to you and all the team Sam and I had a great time (Shane Hodby)
- We had great time! Swimming in the river, met a lot interesting people (Klaus Lukarsch)
- Another fantastic Corowa Swim-In. Bruce and I had a fabulous time once again. (Lisa Doughty)
- I had a great time at Corowa. I'm still raving about it. (Ross Carswell)
- My father, brother and I had a blast at Corowa and will be there again next year if all goes well. (Shane Rayner)
- The parade was brilliant, and by chance the Temora Aviation Museum's Spitfire Mk VIII was able to make a diversion via Corowa from Albury to Temora adding a thrill to the event. (Keith Webb)
- My blitz finally made it back to Corowa and I had a great time. (Robert Pearce)
- Great to see everyone again. A thoroughly enjoyable week as always. (Tony Elliott)
- A quick note to tell you guys of a job well done with Corowa and the newsletter a great read.





Mike Cecil's article for 2015 theme

Page 22



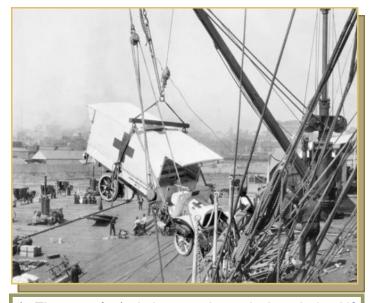
Blood Boxes

An Overview of Australian Military Ambulances Part 1: 1914 to 1959.



by Mike Cecil, Colbert, WA, USA

The Australian military have, since the First World War, utilised a variety of motor ambulances in war and peace. Commonly labelled with the somewhat gruesome nickname of 'blood box' - a testament to the Australian soldier's black sense of humour - the majority of military motor ambulances have remained remarkably similar in body style ever since their introduction. While the mechanicals underneath and the dedicated fixtures and fittings have progressed and modernised, the most common military ambulance is still essentially a box-type body with capacity for four stretcher patients.



A Thornycroft Ambulance is hoisted aboard the HS Kyarra at Port Melbourne early in the war, bound for Egypt. The basic military ambulance body design, with a provision for four stretchers and a flimsy canvas rear curtain, would not substantially alter until the 1960s. AWM P00356.002

Australian military service during the First World War. In parallel with the broader mechanisation of the 1st AIF, the range of ambulance makes and models was almost bewildering. Makes as diverse as Unic, Metallurgique, Mors, Siddeley-Deasey and Napier were listed on the 1st AIF's inventory in the United Kingdom at war's end. Many of the more unique makes and models were purchased in Australia by well-meaning groups and individuals. Apparently, providing a life-saving ambulance to aid wounded diggers was quite attractive to philanthropists, rather than funding yet another lifetaking field howitzer. As a result, many ambulances were adorned with the names of their donors. The 'legal eagles' of the Victorian Bar Association Siddeley-Deasey, donated the Coachbuilders Association in New South Wales provided the Unic ambulances mentioned above. Several Napier-based ambulances were purchased in November 1915 in the UK with funds provided by the state branches of the Australian CTA and

The motor ambulance was first introduced into

the Western Australia Women's Ambulance Society.

Keeping such a diverse fleet mobile must have taxed even the most accomplished logistics officer, so by war's end, some standardisation was creeping in. It was a trend that would continue into the post-war period, when vehicles - including ambulances - that were classed as 'non-standard' types, were disposed of and a more uniform group of just a few makes were retained.

The inter-war years saw stagnation in military spending, with only the bare essentials retained for peacetime purposes, and the purchase of very few new vehicles. By the beginning of the Second World War in 1939, little innovation was evident in ambulance design. The same box-type bodywork with a short canvas tilt to shade the rear opening, and a pair of loose flaps to completely close the back against the elements, was still the standard. Known as an 'Indian Pattern', the design was far from satisfactory for either patients

Mike Cecil's article for 2015 theme -cont'd

Page 23



or the staff attending them. The rear tilt provided minimal shelter for the interior, and the canvas flaps at the rear did little to exclude the rain or dust. This design, however, would some how persist until the early 1960s!



Keeping such a diverse range of makes and models mobile was a logistician's worst nightmare! Many ambulances were gifted or funded by well-meaning citizens and philanthropic groups, with little uniformity in makes or models.

AWM E00040.

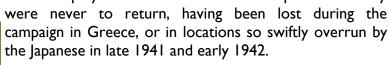


The beginning of the Second World War saw the same basic bodystyle mounted on a modern modified conventional lorry. Known as the 'Indian Pattern', it was the most numerous ambulance used during the war.

AWM 069609

The AMF's two-engine policy meant the majority of army ambulances early in the war were ordered from General-Motors-Holdens Ltd and the Ford Motor Company of Australia. They were mostly modified conventional, two-wheel drive vehicles

with the Indian Pattern bodywork. These provided the back-bone of the ambulance fleet for both the 2nd AIF and the AMF during the early years of the war, and continued to provide excellent service in rear areas throughout the war. For the 2nd AIF, the make of ambulance in 1940-41 was almost exclusively 30cwt Chevrolet lorries, the majority of which were deployed to overseas theatres of operations. Many





The interior of an Indian Pattern ambulance, showing the two-tiered stretcher rack erected on the left, while the rack on the right side has been collapsed to accommodate seated patients. Registration C-23602 was a 1941 model Chevrolet 30cwt assembled at GM-H's Pagewood plant in Sydney. The ambulance body was manufactured at Woodville, South Australia. AWM069592.

Mike Cecil's article for 2015 theme -cont'd

Page 24





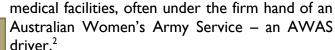
The services also procured a small number of full -bodied ambulances, known as the 'Panel' type, early in the war. They were used in major mainland centres. These examples are based on Chevrolet 1939 model 30-cwt lorries. AWM 000360.

The pressure of a vastly expanded army requiring more vehicles than the two preferred manufacturers could supply saw other makes and models added to the inventory, most with the standardised Indian Pattern bodywork. These included Dodge and International.



Virtually all the ambulances registered with the 2nd AIF were built on Chevrolet 30cwt chassis. This is a group of Indian Pattern ambulances of 2/5 Aust Field Ambulance being returned to Australia aboard the *City of Hankow* in early 1942. The nearest example, registration AIF-A-14710, was sent to the Middle East aboard the *Chios*, in June 1941. It was originally assembled at GM-H's Fishermen's Bend plant in Melbourne. AWM 023670.

Also added to the inventory was the Austin K2Y ambulance. In early 1942, a small number were landed in Australia from ships destined for the Far East, but diverted to Australia to avoid the Japanese. Classed as 'Refugee Cargo', the Austin K2/Y Ambulances were mostly retained as a group and issued to the 2nd Australian Motor Ambulance Convoy in NSW, where they did sterling service transporting patients to





A small number of Austin K2Y Ambulances were off-loaded in Australia in early 1942, the Japanese having beaten the ship to its original destination! As 'refugee cargo' the ambulances were taken on charge by the AMF and mainly issued to 2 Aust Motor Ambulance Convoy. They were a capable military vehicle with a fully enclosed body. AWM P01369.001

Neither the RAAF nor the RAN were restricted by the two-engine policy. Both had small numbers of ambulances in service before the outbreak of the war. The RAAF in particular had purchased a number of British makes, including Vauxhall and Morris ambulances, which continued in service throughout the war years. With the increase in ambulance transport required with the change to a wartime footing, both services ended up with a much wider variety of makes, models and body designs than was desirable. But with the Army requiring the vast majority of the output, particularly during the first two years, the RAAF and the RAN had to make do with what was left. Hence, both fleets included such diverse makes as Morris, Austin, Bedford, Vauxhall, Ford, Chevrolet and even the odd Studebaker, and body designs varied from single stretcher patient capacity to the more usual four stretcher.

Mike Cecil's article for 2015 theme -cont'd

Page 25







Like the Indian Pattern Ambulance, the Austins were equipped with racking for four stretchers, or could be reconfigured for seated casualties. AWM P01373.005.

The progression from modified conventional to the all-wheel drive CMP range of purpose-built military trucks also included the design of a new army ambulance for forward area operations. This was, again, an Indian Pattern body with capacity for four stretcher patients. It was on a Chevrolet C30 model 8441 chassis, but was initially designated as the 'Truck, 3 ton, Ambulance (Aust)'.

Although designed for four stretchers with enough room for an orderly attendant, the staff have managed to squeeze seven litters into this 30cwt Chevrolet! AWM043215.

An interesting nomenclature for a vehicle classed as a 30-cwt by the manufacturer, but by this time the Army had standardised on the 3-ton capacity, so the vehicle was described as a '3 ton with special springing'. It suffered from the usual defects of the Indian Pattern body design, with the added disadvantage of the body being separated from the driving cabin, preventing easy communication between nursing staff and the driver.

The first all-wheel drive forward area ambulance manufactured in Australia was the 'Truck, 3 ton, Ambulance (Aust)' yet another Indian Pattern ambulance with an open rear. Based on the very capable CMP C30 chassis, the design suffered from a lack of communications between cabin and rear body, and any reasonable sealing to prevent the ingress of dust and rain. Note the steel spare tyre rack and the pioneer tool rack. AWM 069659.



Later in the war, someone finally saw sense and designed a fully-enclosed ambulance body that was integrated with the driving cabin.³ This was the Ford F30 based ambulance, which was given the nomenclature 'Truck, 3 ton, Ambulance (Aust) No.2', the earlier Chevrolet being re-designated as the 'Truck, 3 ton, Ambulance, (Aust) No.1'. The composite body was well insulated and ventilated, and had a set of double doors at the rear that were far more effective at keeping the dust and rain off the patients! Although primarily supplied to the Army, many were also taken on charge by the RAAF.

Mike Cecil's article for 2015 theme -cont'd

Page 26



The nature of Australia's war, however, had shifted dramatically in late 1941. While both the No.1 and No.2 ambulances were very capable, they simply could not operate far enough forward in jungle operations to retrieve the wounded. The answer was to adapt the ubiquitous 'Truck 1/4 ton' as a forward ambulance. Able to negotiate narrow, muddy jungle tracks like no other vehicle on the inventory, the humble jeep became the ambulance of choice in jungle operations. Various configurations, both official and unofficial, were designed for the jeep, the final one being a two-tiered tubular framework that converted the standard jeep into a three-stretcher ambulance. It was officially designated the 'Gear, Supporting Stretchers Light (Aust) No.3', and was easily installed by a forward area workshop. The 'jeep ambulance' literally performed life-saving work – many a wounded Digger was transported to the primary care of a casualty clearing station by a jeep ambulance.



A Chevrolet C30 based 'Truck, 3 ton, Ambulance (Aust)', this one featuring a timber spare tyre stowage box, and a POW rack under the bodywork. AWM 069720.

With the end of the war, the draw-down in the size of the services saw vast numbers of ambulances disposed of. All the 'odds and sods' were declared obsolete, with just the Chevrolet No.1 and Ford No.2 all-wheel drive CMP-based ambulances retained, along with some jeeps fitted with stretcher frames.

The canvas rear flaps and method of lacing together is visible in this image of a CMP C30 (model 8441 chassis) ambulance. The design number was 'WO28'. AWM 062574.

But by the mid-1950s, these vehicles were in need of replacement. The Austin Champ was purchased to supplement the dwindling number of ¼ ton jeeps, and several of these were fitted with stretcher frames as forward area ambulances. For 'non-tactical' patient transport, conventional civilian-type ambulances were purchased in small numbers. They were cheaper to buy and maintain than all-wheel drive vehicles, and were more than adequate for most peace-time applications.



Finally, someone showed some sense when they designed the 'Truck, 3 ton, Ambulance (Aust) No.2', based on the Ford CMP F30 chassis. It was an all-enclosed body that integrated the driver cab and rear body, allowing both communication and movement between them. The flimsy canvas rear flap was also replaced with full-width double doors, which sealed and helped insulate the bodywork. Once the No.2 Ambulance was earlier introduced. the Chevrolet ambulance was re-titled as the 'Truck, 3 ton, Ambulance (Aust) No.1'. AWM P01373.008.

Mike Cecil's article for 2015 theme -cont'd

Page 27



With the fleet of war-time ambulances wasting out with age, a new generation of military ambulance was required for future operational deployments. Serious work on this began in the latter part of the 1950s, which resulted in the Land Rover ³/₄ ton 4 stretcher capacity ambulance. The development of this vehicle will be covered in the second part of this overview of Australian military ambulances, to be published in the next KVE Newsletter, (Part 2: 1959 to 2012)

³ Perhaps influenced by the excellent body design of the Austin K2/Y Ambulance?



Both Aust No.1 and Aust No.2 ambulances wait dockside for the transfer of patients from the Netherlands Hospital Ship *Oranje*. The *Oranje* was staffed by a joint Dutch-Australian-New Zealand medical staff, and crewed by the Dutch. AWM 122039.



The ambulance that was retained for the post-war Army and Air Force was the 'Truck, 3 ton, Ambulance (Aust) No.2' seen here collecting casualties from an RAAF C-47 Air Ambulance at Iwakuni, Japan, around the time of the Korean War. Although the first tactical ambulance to utilise the sensible, fully enclosed body design, the antiquated 'Indian Pattern' design was to re-emerge in the mid-1950s when the next design of tactical ambulance was being considered. AWM FEAF0624. Modified: the image on the AWM website is reversed: C47s have doors on the left side of the fuselage!



With the change to jungle warfare in late 1941 getting large ambulances far enough forward to be effective became almost impossible. Hence, the jeep, introduced into Australian service in mid-1942, was quickly adapted both officially and un-officially to the role. The jeeps unparalleled cross-country ability meant it could move well forward along under developed tracks to recover casualties. It's adaptation to this role was literally a life-saver for many wounded Diggers. AVM 061148.



The 1950s saw the introduction of a new non-tactical ambulance for use on paved roads. It was purchased to supplement the ageing fleet of ambulances still in use from the Second World War. The Ford V8 Mainline Ambulance could carry two stretcher patients in comfort, or a single stretcher and attending orderly. (Author's collection)

¹ For details, see Dux, R. (2012) *The Benzine Lancers*, page 191-192

²One at least was transferred to a Queensland-based unit.

Vehicle Profile - Austin K2/Y

Page 28









Austin K2/Y Ambulance, Heavy, 4x2

Not a well known vehicle in Australian service, the "Katy", as they were often called were the most recognised field ambulance in British use throughout WW2 until the late Fifties. It is known that some may have returned with the Australian Forces returning from North Africa, at least one of these survives in Western Australia and is currently under restoration. Another K2 ambulance is being restored in NSW and is on track to make its debut at Corowa for the Year of the Emergency Vehicle. It has been under restoration for some years and this one has a later build date, possibly 1944 and its history is still being researched.

There was a unit based in NSW called the 2nd Australian Ambulance Car Company who were equipped with a number of Austins. In 1942 a ship taking a load of Austin K2 ambulances from England to Singapore had to divert to Sydney due the Japanese getting there first. These ambulances were sent to 2nd AACC.

They were based at Avoca Street, Kingsford (likely to have been Randwick Barracks). In the advent of an air raid they were to be dispersed from the barracks to spots in the Kingsford, Randwick or Coogee areas. The drivers were members of AWAS. This unit had detachments at army hospitals on army camps all over NSW. They used to go on convoy from HQ to meet hospital ships with returning wounded. Also meeting hospital trains at Central Station and Rosehill Racecourse railway station, to pick up wounded brought in



An ex-Royal Navy K2/Y, which is destined to be a parts donor for restorations across the World. Seen in rural England, 2013.

by rail to Sydney from up North where ships had come in. Some went to Army General Hospitals at Concord and Baulkham Hills. Another job was to transfer them to convalescent homes up the North Shore or to a large one called Duntryleague, at Orange. Sometimes the unit was sent on detachment to places like Limekilns Road, Bathurst, Mt Kira, near Wollongong, or Fort Scratchley near Newcastle.

The Austin ambulance had the Mann Egerton type body fitted, this was also used on Morris Commercial and Bedford ML chassis' but not in such great numbers as the Austin. A number of Austin ambulances have survived into preservation in the UK and Europe, but due to the body construction, those laying out of use were found to be in sad states due to the climate. There have been a number of extensive restorations in recent years, and the writer has been involved in several of them. The vehicle is a favourite with a lot of people and also a bit of a film star, with the 1950's film "Ice Cold in Alex", about a wartime exploit in North Africa, the filming taking place in Libya.

The rear body was steel framed with a stretched canvas covering on the outside, with steel panelling in a few places, with board inside to insulate it. They were fitted with a heating system in the rear body using the engine cooling system.

Vehicle Profile - Austin K2/Y - cont'd

Page 29



The upper stretcher racks were able to be lowered for loading by means of a rack and pinion gear arrangement and the layout was well thought out.

The Austin chassis was basically the 2 ton truck version with a 3.5 litre six cylinder overhead valve engine. A very smooth running unit, with similarities to the Bedford 28hp engine, except that the camshaft was on the opposite side of the block.



Pictured above:

A preserved K2/Y in England, once served with the Royal Navy. The engine was recently rebuilt by the writer, using the cylinder block from another engine which was taken out of a CMP Ford F15 No.11 cab!

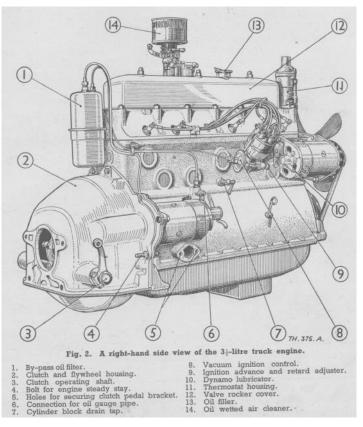




Photo above:;

This photo is of the rear body of a K2 on display at the Imperial War Museum at Duxford airfield in England.

After WW2, the K2 ambulance soldiered on in the Briitsh army until around 1960 when the last were disposed off. In the meantime around 1952 a large 4 -stretcher ambulance built on the Ford 3E 3 ton 4x4 chassis came into service, commonly known as a Commer cab Ford, the cab shell was as used on the commercial Commer trucks of the period, and it was powered by a Canadian side valve V8.

Another two Austin ambulances followed, one built on the K9WD I ton 4x4 chassis, many used by the RAF followed by a short-lived development of the K9, which had a BMC 6 cyl multifuel diesel fitted.

Article by Richard Farrant ©2014

For Sale





For Sale

New 9.00-16 tyres

Dean Thomson is a new member of KVE and has a small collection of Ford Blitz trucks. Dean has imported a container load of 9.00-16 tyres from China to suit these vehicles. They are 14 ply bias type, complete with tube and rust band. Load rated at 1955kg at 630Kpa, with two available tread patterns, lug or steer.

The tyres are located at Allora, Qld. just north of Warwick.

Price for direct purchase is \$275 each.

With 5 or more ordered, 20% discount at \$220 each.





Contact details; Dean Thomson, 34 Darling Street, Allora, Qld 4362 Mobile: 0418 787 387 Email: ddmt8@bigpond.com

For Sale



New old stock radiator for M816 and similar series truck \$1750 ono Call Dave on (02) 4575 5145

FOR SALE: Australian Army No. 5 Trailer 173-857

12 Mth NSW Registration.
8/5/2015 Z41214
Fresh respray Great condition
throughout.
No Rust or major damage
Military Service History
Floor is sound and no
deformation from abuse
Tyres are at least 90% and
2008 manufacture.
Hood Bow and Support



NO tarp. Ready to go.



\$1,175 ono Scott 0419 545 801

FOR SALE:

1943 Willys MB Jeep

400 miles since fully restored with all original parts except new repro body.

It includes doors and side curtains. NSW rego BW 74 AB

This jeep was a prize winner at Queensland Rocklea and Tamworth 2005

Price now reduced to \$24,500

Also for sale: 2 x US Willys trailers - immaculate with tarps, \$4,500 each

Contact Graham Meyer on 0428 278 945

For Sale

Page 31



The Corowa 'Year of' series of DVDs

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.

Available from Image Control in Melbourne at a cost of \$30.00 each plus postage.

(except 2013 which is \$35.00 each.)

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

Special offer: Year of the Trailed Equipment & Armoured Vehicle + five DVD's of your choice for only \$130 plus post

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

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.

2011 — Year of the British & European Vehicles

This DVD covers many of the highlights and stories of this fabulous event. There are 20 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.

For Sale / Wanted

Page 32



2012 - Year of the 6X6

The Corowa "Year of the 6x6" DVD features all the action of the event, including the parade, display, swap meet and loads of in depth interviews with the owners of these remarkable vehicles. We go through the gears in reverse in an Austin Champ, ride in Dodge 6X6 and GMC and talk to KVE President Rick Cove and organiser Jan Thompson. A highlight is excerpts of the talk given by John Belfield about his decades of rescuing and restoring military vehicles.

Latest DVD released:

2013 - Year of the Trailed Equipment and Armoured Vehicle \$35 each

The Corowa 2013 DVD features among other things, trailers and armoured vehicles. We take a close look at: A 'Barn Find' low mileage Canadian Military Pattern Chevrolet C60S towing a semitrailer designed to carry folding boats; A British English generator trailer; A Bofors gun from Tumut with a colourful veteran who used them in the 1960s; A rare 37mm anti-tank gun for the Dutch Army, as well as a range of other vehicles including the only running SC1 Scout Car built as reverse lend-lease for airfield defence for the US forces.



The special feature is the keynote speech given by Tim Vibert.

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.

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 (UK).

Corowa 2013 on "Classic Restos"

As many of you will no doubt know, KVE was able to organise Fletch from the TV programme, Classic Restos to come to Corowa during the 2013 Swim-In week and film an episode of his programme featuring the event and its participants. The programme was broadcast on Australian TV stations and also on NZ, USA and UK television. It is great promotion material for us. Fletch has kindly allowed us to sell copies of the programme on DVD with profits going towards his fee for attending the 2014 as well. Of all the vehicle shows Fletch has filmed at to date, Corowa was the first military vehicle event, and he was back again this year, see feature page earlier in this issue with details of the 2014 DVD.

Anyone wishing to order a copy of the 2013 DVD should contact Jan Thompson on kveinc@optusnet.com.au or 0423 943 010

Send a cheque for \$15 inc postage to;

KVE, 9/1 Millett Road, Mosman, NSW 2088

If using Bank Transfer, please make sure your name and DVD is stated For KVE bank details see 2014 DVD order form on page 17

Coming Event - UK 2014

Page 33





Directory of Australian based Military Vehicle Groups

Page 34



Khaki Vehicle Enthusiasts Incorporated (KVE Inc.)

Mailing Address: 9/1 Millett Road, Mosman, NSW 2088 Contact: Jan Thompson Phone No: Mob. 0412 078 096

Email: kveinc@optusnet.com.au Website: http://corowaswim-in.org

Organisers of the Annual Corowa Swim-In & Military Vehicle Gathering

Australian Ex-Military Vehicle Collectors Society Inc. (AMVCS)

Mailing Address: P.O Box 221 Gladesville NSW 2111 Contact: John Gordon Phone No: Mob. 0411 868 745 Email: jgor9364@bigpond.net.au Website: http://au.groups.yahoo.com/group/amvcs_nsw/

Dates of Meetings: 2nd Wednesday of the month Locations of Meetings: Ashfield RSL at 8pm

For collectors and enthusiasts of ex-military vehicles

Military Section of the Veteran Car Club of WA (Inc)

Mailing Address: Contact: Chairman Brian Thompson Phone No: 08 9257 3910

Email: brianithompson.@bigpond.com

Dates of Meetings: 3rd Tuesday of the month, at 8pm

Locations of Meetings: VCC Clubrooms, Cnr Hale Road/Tonkin Hwy, WATTLE GROVE, WA

Website: http://www.veterancarclubofwa.asn.au/ For collectors and enthusiasts of ex-military vehicles

Military Jeep Club of Queensland Incorporated (MJCQ)

Address: MJCQ, PO Box 8131, Woollongabba, QLD 4102, Australia

Contact: Darren Witty Tel: 0412 071 422 Email: Secretary@mjcqinc.com

Dates of Meetings: 2nd Wednesday of the month

At Rocklea Showgrounds, Ipswich Rd, Rocklea, Brisbane, Qld. Website: www.mjcqinc.com

Dedicated to the preservation of the WW2 leep and other military vehicles.

Australian Military Equipment Collectors Limited. (AMEC Limited)

Address: Secretary, Australian Military Equipment Collectors Ltd, 13 Knox Close, Carwoola, NSW 2620

Contact person: Mark Sierant Phone No: 0419 259 069 Email: sierant@tpg.com.au

Dates of Meetings: As required Locations of Meetings: As Required

Website: http://groups.yahoo.com/group/aussiemecs/

'To encourage the ownership, preservation and use of historical military vehicles and equipment'

Victorian Military Vehicle Corps (VMVC)

Address: PO Box 1209, Kensington, Vic 3031

Contact: Gordon Edwards Phone No: (03) 93768208 Email: 42ausjeep@hotmail.com

Dates of Meetings: Ist Tuesday of each month Locations of Meetings: Rats of Tobruk Hall, Albert Park.

Website: **www.vmvc.org.au** "A military vehicle collectors club"

WW2 Jeeps NSW

Contact person: Mitch Holland Phone Number: 0418 869 709 Email: mitchtez@gmail.com

Dates of Meetings: as required Locations of Meetings: can be anywhere

Website: Still under consideration as at January 2013 if we can find an enthusiastic webmaster!

WW2 Jeeps NSW is an "unofficial" Association of enthusiasts of the legendary WW2 Jeeps (41 to 45), however membership is open to anyone with an interest in Military history and not restricted to where you live. We are bonded together by a monthly newsletter sent out regularly to an email list and the only new membership joining criteria is a sense of participation for your and current members benefit.

Find us on Facebook: world war2 jeeps nsw (fledgling group via this method with problems still being ironed out)

Military Vehicle Group of Tasmania Inc.

President: Lou Hanslow, 758 Richmond Road, Cambridge, TAS 7170 Ph/Fax 03 6248 5159 Secretary: John Boucher Phone: 03 6273 8524 Email: johnbetty@oneseniors.com.au

Directory of Australian Military Vehicle groups - cont'd

Page 35



Wartime Vehicle Conservation Group SA Inc. (WVCG)

Contact: Rick Shearman Mobile No.: 0408 835 018 Email: **rickshearman@bigpond.com** Dates of meetings: Ist Tuesday of every month Location of meetings: Tower Hotel, Magill, SA Organisation dedicated to preservation of military vehicles.

Military Vehicle Preservation Society SA Inc. (MVPSSA)

Mailing Address: PO Box 174, Salisbury, SA 5108

Contact: Trevor Brown Mobile No. 0418 829 320 Email: trevload@bigpond.com

Dates of meetings: Last Tuesday of Month except December No Meeting. AGM in July.

Location of meetings: Sturton Road, Edinburgh Parks, SA 5111

Website: www.military-vehicle-museum.org.au

The Military Vehicle Preservation Society SA Inc., and National Military Vehicle Museum. Our Society has been

in service for 37 years, and our Museum celebrated 20 years in August 2013.

Land Rover Owners Club of Australia Sydney Branch Inc.

Mailing Address: P.O. Box 172 Concord West NSW 2138 Contact email: Secretary@LROC.com.au

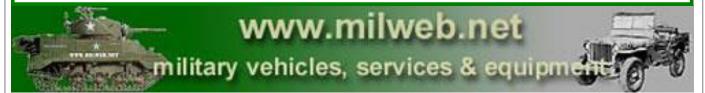
Date of meetings: 4th Tuesday each month (exc. Dec)

Location of meetings: Veteran Car Club Hall ,134 Queens Road, Five Dock , NSW

Website: www.lroc.com.au

Description of the club: The Land Rover Owners Club (LROC) was formed in 1966 by a group of enthusiasts who shared an interest in four wheel driving and the great outdoors. It caters for all models from Series I right through to the current Freelander, Defender, Discovery and Range Rover. The LROC is an authorised club by the RMS under the Historic Conditional Registration Scheme and is a small but active group of military Land Rover enthusiasts within the club.

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





KVE Inc Khaki Vehicle Enthusiasts Incorporated

Entry forms can be sent to the following address:

Jan Thompson 9/I Millett Rd, Mosman, NSW, 2088

Phone: 0423 943 010

KVE Incorporated

Organisers of the Annual Corowa 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 2015.



KHAKI VEHICLE ENTHUSIASTS INC.

Unit 9, I Millett Road , MOSMAN, NSW, 2088

Mobile: 0423 943 010

Email: kveinc@optusnet.com.au Website: corowaswim-in.org

MEMBERSHIP APPLICATION FORM

Reg. No. INC9884485

(incorporated under the Associations Incorporation Act 1984)

FULL NAME OF APPLICA	NI		
RESIDENTIAL ADDRESS	·		
MAILING ADDRESS			
(if different from reside	ential address)		
TOWN/CITY	STATE	POSTCODE	
CONTACT TELEPH	ONE NO (H)	(W)	
MOBILE	EMAIL		
(оссир	hereby apply to become a ration)	nember of KVE Inc.	
As a member of KVE, I ag	ree to be bound by the rules of the Club at t	he time being in force.	
KVE Membership Fee \$ 3	30 per year		
Family Membership Fee	\$45 per year	Amount Paid	
Signature of applicant		Date	
Nominated by		Seconded by	
	Lodge completed form, together w	rith payment, with the Secretary	<i>/</i> .
PI	ease make cheque or money order payable	to KVE Inc. (Sorry no credit ca	ard facilities.)
S	end to Jan Thompson, 9/1 Millett Rd, Mosm	an, NSW, 2088 kveinc@optus	snet.com.au
	Membership Fee can also be paid straigh	it into the Westpac cheque acc	ount for:
	"Khaki Vehicle Enthusiasts Incorporated	i" BSB: 032521 Account No. 1	62538
Please ensure your name your Membership Form	is on the Bank Deposit/Transfer form so we	can easily distinguish who has	deposited money and post or email
•	mation you have provided may ease indicate if you do not wish		
Scott Rough	Jan The	ompson	Harvey Black
DDECIDENT	SECDE	TARY	VICE PRESIDENT

36th Annual Corowa Swim-In & Military Vehicle Gathering



Monday 9th March to Sunday 15th March 2015 "Year of the Emergency Vehicle" & "Year of General Motors" Held annually at Corowa, NSW

Enthusiasts Inc.	All ex-military vehicles and enthusiasts are invited to attend
ENTRY FORM	
Entrant/Driver Name	
Address	
•	
Mobile	Fax:
Email:	
Expected day of arrival:	
Member of the following clubs:	
Vehicle Year Veh	icle Make Vehicle Model
Registration/Permit No	
promoters, sponsors, their ager any entrant, owner, driver, ri- acknowledge that I have read, the vehicle entered complies w meet NSW firearms legislation Boating Regulations. I agree management laws and regulation	DECLARATION If participants enter and participate solely at their own risk. The organisers of the organisers of the solely are their own risk. The organisers of the organisers. In signing this declaration of the organisers of the rules of the organisers of the roads and waterways of the regulations will be adjudicated by the Committee whose decision shall organisers of the organisers.
Entrant's Signature	
<u>ENTRY</u>	FORMS TO ARRIVE BY 28th FEBRUARY 2015
Entr	y Fee is \$20 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, S	9/1 Millett Rd, Mosman, NSW, 2088 or kveinc@optusnet.com.au
•	be paid straight into the Westpac cheque account for:

Ref. Date: Amount \$:

Please enter your bank deposit reference, date and amount in boxes below:

Please ensure your name is on the Bank Deposit/Transfer form so we can easily distinguish who has deposited the money, and post or email this Entry Form to the above address.