



PAR OVERU



THE JOURNAL OF THE ROYAL AUSTRALIAN CORPS OF TRANSPORT

NO. 10 WINTER 1985

The Optimum Solution to Military Drive Problems

Facts about spares and service

Deutz modular construction, with individual heads and barrels, plus over 75% parts interchangeability between engines within the family, means lower inventories. And — wherever your plant is operating, Deutz service is always close at hand — worldwide.



More facts

Deutz is the world's largest manufacturer of air-cooled diesels. The range covers 3 to 525 hp, from 1 to 12 cylinders, and their clean burning and low emission exhaust gases can be your pollution solution. Get to know all the advantages of Deutz air-cooling by contacting our Melbourne office.



The heavy duty myth

Deutz know a little more than most people about engine design. Over one hundred years of experience and over a 1000 strong Research and Development team working at the most up to date engine test facilities in Europe and North America are your guarantee of Deutz quality. When Deutz say heavy duty, that's exactly what you get, whether it's 3 or 525 hp.



The overheating myth

Deutz air cooled diesels are used world wide. Deutz powered gen sets, commercial vehicles, construction equipment, irrigation pumps and forklift trucks are unaffected by climatic conditions, no matter how extreme.

All diesels are not created equal

DEUTZ Australia Pty. Ltd.
— ENGINE DIVISION —



SUBSIDIARY OF KLOECKNER — HUMBOLDT — DEUTZ A.G. COLOGNE, FED. REP. OF GERMANY
(INCORPORATED IN VICTORIA)

DIVISIONAL OFFICE: 1374 CENTRE ROAD,
CLAYTON, VICTORIA. 3168

TELEPHONE: MELBOURNE (03) 541 1700

CABLES & TELEGRAMS: "DEUTZMOTOR"
MELBOURNE

TELEX: DEUTZMO
AA31708

POSTAL ADDRESS: PRIVATE BAG 30,
CLAYTON, VIC. 3168

Transfield has been selected by the Department of Defence to supply 32 demountable communication bridges to the Royal Australian Army.

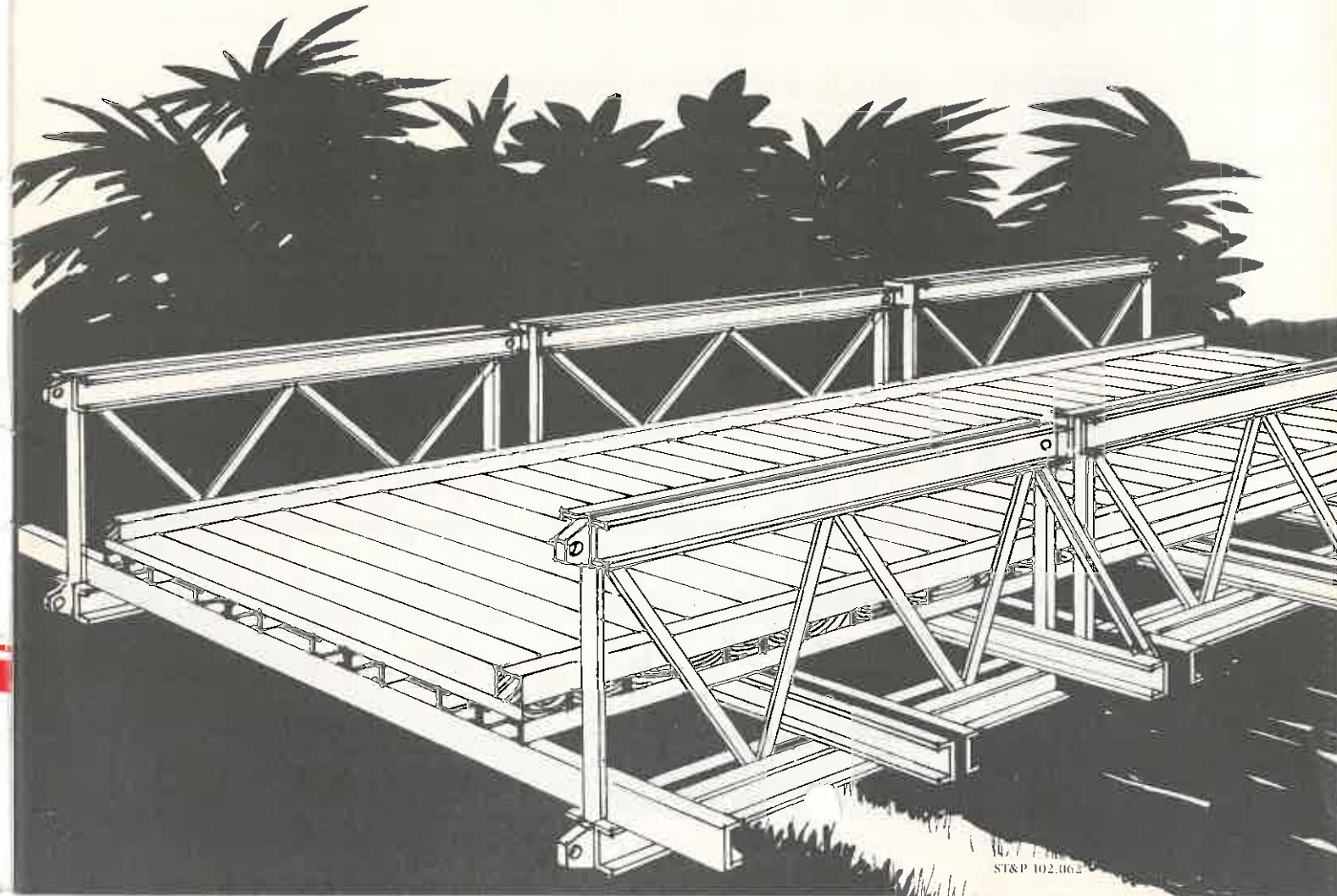
BRIDGES FOR THE NATION'S DEFENCE

Robust and easy to assemble, these McMillan, Britton and Kell designed "demountables" will be supplied in 20 to 50 metre spans, and are specifically intended for the rapid bridging of waterways without the need for sophisticated equipment.

This defence contract is just another example of the Transfield Group's dedication to providing practical solutions to tough engineering problems.

Transfield

100 Arthur Street, North Sydney, N.S.W. 2060.
Tel: (02) 929 8600.



ST&P 102.06.2

**'It costs less
when you specify
the best!'**

Edbro

TRUCK & TRAILER HYDRAULIC
TIPPING HOISTS & POWER TAKE-OFFS.



TRAILER AXLES & SUSPENSIONS.



TRUCK & TRAILER TRANSPORT
REFRIGERATION EQUIPMENT -
BUS & COACH AIR-CONDITIONING.



POWER STEERING - AUTOMATIC TRUCK &
BUS TRANSMISSIONS - MIXER DRIVES -
MARINE GEARS.

**- NATIONWIDE -
TRANSPORT EQUIPMENT**

TRANSPEC LTD.

VIC.: (03) 369 5444 N.S.W.: (02) 648 2892
QLD.: (07) 277 9455 S.A.: (08) 51 4401 W.A.: 332 7788



PAR OVERU

The Journal of The Royal Australian
Corps of Transport

NO. 10 WINTER 1985

contents

	PAGE
Editorial.....	5
Message from the Director.....	5
The History of the School.....	7
RACT Pipes and Drums.....	17
Letters to the Editor.....	19
Honors and Awards.....	20
Vale.....	20
Capital C for Corporal.....	21
Biscuit Bombers on Target.....	23
Big M Melbourne Marathon, 1984.....	25
The Lighter Side of the Chocko Squadron.....	28
Lest We Forget the Animals.....	32
Out of the Weeds.....	32

The Journal of
The Royal Australian
Corps of Transport

BOARD OF MANAGEMENT

Editor

LTCOL W. W. Tindale

Sub Editor

MAJ K. A. McQuarrie, AM

Assistant to the Editor

Mrs Peggy Sylvester

Published by



MAGAZINE ART PTY LTD
publishers & advertising representatives

(Incorporated in Victoria)

35 Willis Street,
Hampton, Victoria. 3188

Telephone: (03) 598 9555

The attention of advertisers is drawn to the Trade Practices Act 1974 and the provisions in the Act which apply to advertising. It is not possible for The Royal Australian Corps of Transport to ensure that advertisements which are published in this magazine comply in all respects with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication. Magazine Art Pty. Ltd. and The Royal Australian Corps of Transport reserve the right to refuse any advertisement without stating the reason.

ADVERTISERS
— A WARNING — BEWARE OF FRAUD!

All advertising in our publication is sold by our professional representatives or agents, and we thank you for your advertisement.

For your protection, may I bring to your attention a number of practices in the advertising industry which are close to fraudulent and cause the reputable publishing industry great harm.

1. THE "TELL SPIEL" Many of our advertisers, after having placed advertisements with us or in another reputable magazine, have received telephone calls suggesting they have authorised advertisements in other publications sometime before. Many of these publications are suggested to be for unions, charities, etc. The person approaching the advertiser suggests simply that they are checking out an advertisement the advertiser has already authorised. In some instances they may suggest a wife or associate who is not available had booked the advertisement earlier. They may suggest to the advertiser that he had in fact booked a quarter page sometime earlier and due to the fact that the publication has been held up and not printed that they will present themselves as ringing to check out an advertisement that has been already authorised in one way or another.

2. THE ORDER NUMBER TRICK Many have received invoices supported with an order number which when checked, apply to other advertising. It is common practice to ask for either a date of birth, car registration number, wife's maiden name, etc., to act as an order number to the many small organisations who do not in fact issue order numbers. It may then occur that an advertisement, quoting that order number is simply received in the mail or a telephone call purporting to represent a charity or union, etc., checking out an advertisement that was authorised sometime earlier and where the advertiser may deny such a booking, he is then quoted the numbers or names as above as being proof that he did in fact place that order.

3. THE UNSOLICITED INVOICE They simply send an invoice for an advertisement you have never heard of and then ring requesting payment.

These and other dubious practices are causing our industry great harm and difficulty in doing business with our valued clients. As once caught, twice shy.

If you receive accounts by the above methods, do not pay them. Any advertiser who would like to forward me information relative to these practices or other practices can be assured that I will take the matter further.

KENNETH I. WEAVER
PUBLISHER

COVER:

The Army School of
Transport.

The views expressed in
the articles are the
authors' own and do not
necessarily represent
official policy or opinion

Typeset by BP Typesetting Pty. Ltd., (03) 561 2111
Printed by Waverley Offset Publishing Group, (03) 560 5111.

"THE 110 IS BRILLIANT."

"The 110 has claimed the title 'the world's best 4WD' and for the sake of the sceptical buffs, I would say it could be so."

John Clydesdale, Sunday Times.

"Even when driven flat chat over corrugated surfaces and put through manoeuvres which would faze most off-road machinery, the 110 rarely unsettles its passengers."

Peter Brewer, Daily Mirror.

"Bumps you brace yourself for in a Toyota or a Nissan cause little more than a ripple in the 110."

John Parry, On Four Wheels.

"Its big strength is its suspension. It handles any sort of road or track with ease - and the ride quality is better than anything out of Japan."

Ian Glover, Overlander Magazine.

"It is a superb off-road machine, combining ride with performance and agility."

Peter Brewer, Daily Mirror.

"The 110 is as comfortable and secure a way of going off-road as anything else we know. It's a top-class bush track cruiser that will both get you there safely, and leave you relatively refreshed at the end of the day."

Tim Britten, 4x4 Australia.

"Possibly the best improvement is the new chassis, which endows the off-roader

with a far more acceptable standard of comfort..... Maybe that's why it's called the 110. That could be its score out of 100."

Wayne Webster, Daily Telegraph.

"The new Land Rover is very competitive with the Japanese in value for money, and way ahead for all-round ability."

Tim Britten, 4x4 Australia.

"It's nice to be able to say something not only complimentary, but highly laudatory



about the Land Rover once again. The 110 is brilliant."

Ian Glover, Overlander Magazine.

After reading the above, you could be forgiven for thinking the Land Rover 110 County is no longer the tough, no-nonsense workhorse you know and love.

However, all we've done is combine the traditional heavy duty virtues of Land Rover with comfort, stability

THE NEW LAND ROVER 110 COUNTY.

and less noise.

You see, the Land Rover 110 now has the same suspension as Range Rover.

On a longer wheel base. This means you get saloon car comfort in a tough-as-nails 4WD. The 110 has also borrowed power steering, permanent 4WD and front disc brakes from Range Rover.

Inside it is fully carpeted, comes with AM/FM stereo cassette, it has five passenger doors, adjustable seats and a handsome new dash.

Seating is available for up to 10 people, and integrated air conditioning is an option. However, the 110 County is still a Land Rover.

It is still available with a choice of engines, the Range Rover 3.5 litre aluminium V8 petrol, or a 3.9 litre diesel. It still has the famous box section chassis, making it the strongest and most rigid 4WD wagon. It still has a rust-free aluminium body. It's still available in chassis cab or hard top derivatives. And also available as a 3 tonne 6x6.

And, despite its superior ride and saloon car comfort, the Land Rover 110 County is still the toughest 4WD wagon on the road.

Or off it, for that matter.

For the name of your nearest Land Rover dealer telephone the JRA office in your State:
 NEW SOUTH WALES: Mr. M. Nunn, (02) 600 0022. VICTORIA AND TASMANIA: Mr. G. Briscoe, (03) 561 2511. SOUTH AUSTRALIA AND
 NORTHERN TERRITORY: Mr. R. Tunnell-Jones, (08) 268 3333. QUEENSLAND: Mr. J. Morgan, (07) 854 1599. WESTERN AUSTRALIA: Mr. J. Mills, (09) 451 6000.

Land Rover is distributed by JRA Ltd.

JRA. 6293. NAT. Farbes Macfie Hansen

EDITORIAL

This is the first issue of Par Oneri that I have had the pleasure of editing and I sincerely hope I am able to maintain the same high standards of format and content of my predecessors. I also hope to be able to produce two issues of Par Oneri each year, a winter and summer edition.

Par Oneri should reflect the activities of the RACT across its total scope of responsibilities. To do this we need Corps members at all rank levels to write and tell us what you are doing in your unit.

If you can illustrate your story with photographs or sketches it will make the Journal all the more interesting. I have asked that the Corp's larger units provide the cover story for forthcoming editions, but we badly need contributions from the

This edition contains some details regarding the proposed visit to Scotland by the RACT Pipes and Drums, and the support that the Corps is endeavouring to provide to make the visit possible.

We are lucky to have a Corps Band, and the Band, and therefore the Corps, will benefit from a visit to the home of pipe music. All RACT members are requested to support the visit and we will provide an update of financial progress in future issues.

We have received some spirited support for an equine Corps mascot. Do we have any other suggestions, or shall we place the proposal before the Corps Committee?



Lieutenant Colonel
W.W. Tindale,
psc, TN, MCIT

MESSAGE FROM THE DIRECTOR

At the time of writing this message many members of the Corps are involved on Field Force exercises. Increasingly this involvement has included all aspects of the Corps both in the Field Force and in the Support Area units. It is encouraging to note the professionalism and enthusiasm that is so evident at all levels and which reflects credit on the individuals concerned, their units and the Corps as a whole.

If I was asked to identify one single area that has become more and more important over the past three years I would nominate the obvious emphasis on joint as distinct from single Service operations. The Australian Defence Force has come a long way in this area and the RACT is a Corps that will find itself drawn more and more into this type of operation.

Over the years the Terminal and Air Despatch units of the Corps have developed an excellent working relationship with their counterparts in the other Services and I would expect this relationship to extend to the road transport and movement control areas before too much longer. I am certain that a similar close working relationship will be the result.

The Corps was very honoured this year in having two members, Major Kath McQuarrie and Lance Corporal C.M. Witney being awarded the AM and OAM. You will all be aware what a significant achievement this is and on behalf of the whole of the RACT I offer them our sincere congratulations.



Colonel G.J.
Christopherson,
jssc, psc, MCIT.

MAZDA 'E' SERIES WINS TRUCK OF THE YEAR AWARD.

Truckies don't lie!

Once a year, 'Australian Trucking Action' appraises all the trucks available on the Australian market.

As you'd expect of a journal published for men who drive, eat, talk, drink and sleep trucks, their judges are tough. Very tough.

The Truck of the Year Awards are based on nitty-gritty working criteria. Cost effectiveness. Task suitability. The quality of the dealer network. Service and reliability. Availability and cost of spare parts. And on top of all that, the judges talk to actual owners and drivers before they make their decisions.

The Mazda 'E' 2000 won the coveted Truck of the Year Award in the Light Commercial category. We're very proud that the judges found it 'a clear choice'!



Coming on top of the excellent review in a recent vehicle reliability survey, the Truck of the Year Award confirms the Mazda 'E' Series as Australia's No. 1 set of working wheels. Take a test drive and see for yourself.

DBHSL MAE 0208

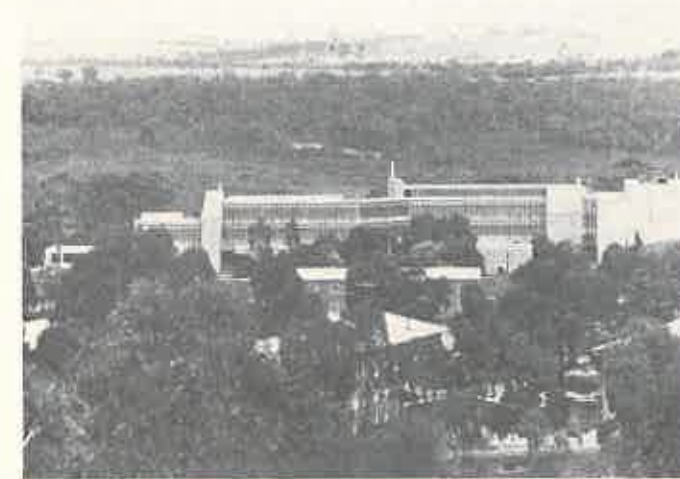


mazda

THE HISTORY OF THE SCHOOL

Par Oneri first appeared as the motto of the Victorian Army Service Corps in July 1916 and has remained the motto with which the Service Corps and later the Royal Australian Corps of Transport members have served.

All Corps members have at one time or another passed through the Army School of Transport complex, where they have been trained in the many facets of military transportation — ranging from initial Corps training to IET, to NCO, WO and officer promotion courses.



Elevated view of AST.

The Army School of Transport has a long history which includes several titles. Originally known as the RAASC Centre, the School was re-designated the RACT Centre on 1 June 1973 with the formation of the Royal Australian Corps of Transport. The already existing Catering Wing of the RAASC Centre remained as a part of the new RACT Centre until June 1974, when it was designated the Army School of Catering — it continues today to be fostered by the Army School of Transport in many administrative and training support aspects.

Upon its formation, the RACT operated two training establishments which were the RACT Centre in Puckapunyal — responsible for all officer and NCO training of RACT recruits and basic driver training for other corps in the driver trade — and the Transportation (Tn) Centre at Chowder Bay. Tn Centre was responsible for all corps training in the maritime and movements aspects of RACT.

In June 1978 the RACT Centre was retitled — to become the Army School of Transport (AST) — and took over the responsibilities of maritime and movement training. At the same time the Transportation Centre at Chowder Bay was disbanded and the movement element transferred to Puckapunyal. The maritime element remained in location as the Maritime Wing of the AST, but became an independent school in February 1985 with the approval of the CGS, and was retitled the Army Maritime School.

AST is staffed by 24 officers, 157 other ranks and 34 civilians and in addition to the admin and training facility support provided to the Army School of Catering and Educ Element of 3 Trg Gp, Tobruk Barracks provides rations and quarters for 26 Tpt Sqn, 331 Sup Coy and P & EE Graytown.

By comparison with other training establishments, the school facilities are good, however the school is underscaled for OR accommodation and a works proposal for a sixth barrack block has been submitted. The main instructional complex, the Peter Douglas Centre, is undergoing a major works project involving the installation of air conditioning and general renovations which are due to be completed later this year.

The School is the home of the RACT and as such hosts numerous RACT Corps activities, civilian transport orientated conferences, and acts as an area conference centre. 1983 saw the tenth anniversary of the RACT and in April of that year the RACT Memorial Wall was consecrated. This is now the venue for the Rats of Tobruk Association and Anzac Day Services. The tenth anniversary was a most fitting occasion for the presentation of the Banner of the Colonel-in-Chief, Princess Alice, Duchess of Gloucester. This event was recorded in a painting which hangs in the Officers Mess.

AST is structured as a headquarters and four wings which have roles of varying importance — varying, that is, on which staff member is asked. It is all, however, held well in hand by the CO/CI LTCOL John Snare, who is living proof that a full-time marathon runner can also successfully have a military career particularly when ably backed by 2IC MAJ Dick Filewood, Adjutant Doug Webb and RSM Tony (just when you thought it was safe to go back to the School) Luddington.

What follows are self emulating accounts of how each wing/element of the School contributes to the overall claim that we are 'equal to the task'.

TRAINING CO-ORDINATION

This section of the headquarters, commanded traditionally by the American Exchange Officer — currently Major — sorry, LTCOL John Acock — is as its name suggests, responsible for the co-ordination of all training within the School.

In particular, the section is responsible for the Initial Employment Trainees, who arrive at the School directly from Kapooka to gain, within approx. two months training, basic driving qualifications and a general knowledge of the RACT and its spheres.

External and internal facilities to support the average of 64 courses held at AST annually are organised within this section as a result of requests initiated by the School Training Wings. Internal facilities include an extensive resources and training aids centre which consists of a large reproduction facility, a library which supplies fiction and reference books and procures training film and publications on demand; and a training aids creation centre.

A minor, but no less important function of the wing is management of the AST training budget.

The newest face, Captain Peta Langbehn, is currently recovering from several years in Germany and coming down to earth fast: while Private Peter Daniels is busy packing his bags for bigger and better things at OCS Portsea. Well done and good luck, Peter.

THE TROGLODYTES OF THE SCHOOL

Training Development and Doctrine Section are . . . Who or what are they! This article is intended to enlighten you on this erudite team of unobtrusive achievers. They can

usually be found cloistered in the bowels of the Peter Douglas Centre, individually or collectively arguing semantics (in jargonese), reinforcing their point with ink-stained and stapled fingers and references to Roget's Thesaurus or the Oxford Concise. Occasionally they venture out into the salubrious environs of Tobruk Barracks, or even further afield, finance permitting, on some nebulous task. Ostensibly this is for DMOVT-A, yet in reality it is to satisfy their craving to improve relevance, effectiveness and efficiency of training, or creativity in producing doctrine. Thoroughly confused? If not, go to the next article, if confused a translation follows.

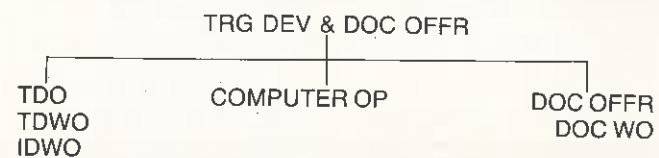


Peter Douglas Centre.

As the section's title implies, it fulfils two discrete functions: training development and doctrine. To bring it back to its mundane, its official responsibilities are:

- (a) Training development:
 - (1) Advise and assist School staff with the implementation of the Army Training System.
 - (2) Ensure efficiency and effectiveness of RACT training.
 - (3) Provide instructor development and on-job assistance.
 - (4) Provide training system support to DMOVT-A.
- (b) Doctrine:
 - (1) Co-ordinate production of RACT pamphlets.
 - (2) Maintain the doctrine data base within the School.
 - (3) Prepare doctrinal comment on all Corps pamphlets for HQ Trg Comd.

To carry out these seemingly unrelated responsibilities its specially selected (or short-straw drawn) volunteers are all TDO trained. This enables all of the team to be employed on training tasks, allowing tasks to be completed relatively quickly and with balance as well as all their collective experience, knowledge and abilities can be directed to achieve a common goal. For the pragmatic or simple-minded however, this line diagram shows the organisation.



4. The team, generally quick with quip, wet with wit, swift to slight, anxious to advise, yet pleased to participate and contribute to section, School and Corps goals, is composed of:
- Trg Dev & Doc Offr — MAJ Bill Van Der Schoot, who provides punishing puns which probably accounts for the section's entombment.

- Doc Offr — CAPT Brian Whinfield, paying penance for his tour in England.
- TDWO — WO2 Steve Underwood, whose long tenure in the School negates the need for a filing system.
- Computer Operator — LCPL Adrian Webster, whose nimble fingers drive the computer.
- IDWO — Unfortunately this important position is vacant. Application forms are available from DMOVT-A. To ensure this article does not compete in size to War and Peace, only significant achievements in training development are shown below:

- (a) The RACT Officer Analysis which resulted in a revised ROBC, a new course, the ROTC and a re-vamped ROAC. These courses should ensure relevant and effective training for RACT Officers. Consequent to this project, the Training and Development team are assured of a berth in the next campaign to enable external validation to be conducted.
- (b) The RACT Employment Analysis which resulted in the establishment of a job data base for the road transport, movement, water transport, air despatch and postal career streams. This study will also ultimately result in courses being designed that are relevant and effective for RACT soldiers, particularly for their war-time employment. Naturally the team have a vested interest in this study as they will ultimately be affected by the result of their work when posted back to the coal face!

Fortunately much of the work in the doctrine area enables the team's childhood experience and manipulative skills to be re-lived and practised as much of the work requires creativity and imagination and involves much cutting and pasting. These attributes were necessary for the production of pamphlets which included:

- (a) A seamanship pamphlet which went adrift and since sank due due to sub-editing.
- (b) A railway operations pamphlet, now in train and on the right track.
- (c) The Operational Movement Controllers Handbook, awaiting re-allocation of priority in the staff cistern, oops system.
- (d) Road Transport in the AO, the vehicle for second and third line operations and now on the streets.

Future projects include continuing development of courses resulting from the RACT Officer and Employment Analyses and ARES training and qualification. These projects are in addition to the routine tasks such as internal validation, course design, instructor development, instruction, participating in 'rent-a-crowd' activities, PTT's and watering the section's pot plants. These plants are necessary to ensure the team is able to balance its administrative environment with bush time.

Next time you visit the School and glimpse a soldier who is pale, dazed, muttering, yet busy; no he is not an IET, he works in Training Development and Doctrine Section.

SUPPORT WING — 'THE QUIET ACHIEVER'

In an organization with such diversified training obligations as the school it is sometimes easy to forget the 'boys in the back room' who help to keep the wheels turning, the soldiers who provide the necessary administrative and logistic support to enable the school to fulfil its major aim — training soldiers.

The collective name for these people is Support Wing, a wing consisting of soldiers from six different Corps and with 15 different trades. Their areas of responsibility are many and varied but broadly encompass:

- (a) Personnel Administration;
- (b) Messing and Rationing;
- (c) Barracks Maintenance;

- (d) Accommodation;
- (e) Logistic Support;
- (f) Management of civilian staff (35), and
- (g) MT Yard.

Working in the wing provides a unique insight into how many different individuals must work together to achieve a common goal and whilst the experience is demanding it can also be rewarding.

Unfortunately the pressure of work has taken its toll and many valuable members have recently been posted from the wing, the more notorious being:

- CAPT Allen Dean,
- CAPT Mark (Marathon) Burgess,
- WO1 Ron (Cobby) Thomas,
- WO2 Gordon (XXXX) Stephenson,
- SGT Peter (Great Dane) Patterson, and
- SGT Annie (Pay) Allison.

However, current wing personalities are more than holding their own:

- OC — MAJ 'LEGS' Daubauras. Eighteen years of service and bringing a wealth of valuable sporting experience to the wing.
 - QM — CAPT Marty —touch-y' Alford. What more can one say?
 - CC — WO2 Dean Cousins. Livewire and very active in school admin. Personally conducts interviews for new typists.
 - CAT WO — WO2 Bill Sheridan. Bringing a new sense of 'urgency' to the catering scene. I suppose vanilla essence and Agarol do look similar.
 - TPT OFFR — WO2 'Smokin' Bill Hewat. Praying for the day when vehicle availability reaches the doctrinal operating level.
 - RQMS — WO2 'Hair today, gone tomorrow' Chris Gill. Excellent and hardworking member. Personally taken over the blanket counting since the start of winter.
- NEWSFLASH — (Chris Gill was promoted to WO1 on 14 May 85 and is now the AQM — Congratulations. Best wishes also to the retiring AQM Ron Thomas.)

Wing members have managed to figure prominently in the sporting arena with interservice/area honours at golf, squash, skiing, touch, lawn bowls and athletics. Collectively the school was surprised when the wing won the 1984 intra-unit touch competition. Our regular PT programme seems to be paying off.

Eagerly awaited weekly highlights are:

- (a) Will the OC show up,
- (b) chit of the week,
- (c) CO/RSM social visits, and
- (d) movie of the week C/- Government Gazette.

To ensure all the necessary co-ordination to successfully operate is achieved, monthly BBQs are held. Here, members are able to discuss latest trade/corps advancements/changes in a convivial atmosphere.

The wing has only recently completed a period of intense activity and support to the school in the areas of the Christmas bushfires, organising CO golf day, cricket match and swimming carnival. It's so busy it's difficult to find time off for a sportie.

In spite of the hustle of work and bustle of sport the staff usually manage to appear cheerful and helpful, lost arts being rediscovered. The responsibilities of the wing will always be demanding, difficult and require high standards from all ranks, but with perseverance and understanding from the HQ and other wings we hope to prove 'equal to the task' and survive and provide.

MT WING

The Motor Transport Wing is the largest Wing of the School, and has an established staff consisting of five Officers, three

Warrant Officers, 11 Sergeants, and 26 Corporals. The Wing is commanded by a British Exchange Officer (Major RCT), who follows a long line of predecessors dating back to 1954.



Motor Transport Wing.

The Wing hierarchy and family tree is shown as follows:

HQ	
SI	— MAJ Hope
WSM	— WO2 Parkinson
CDI	— WO1 Clapham
SGT OPS	— SGT Shipard
ORD RM	— LCPL Hodgson

ADVANCED SECTION

CAPT Adv	— CAPT Kirkham
TMG	— WO2 McCloy
OPS SPEC	— SGT Young
RACMP	— SGT Pursell
Teaching	— Testing Cell
SNCO i/c	— SGT Crane

BASIC SECTION

CAPT Basic	— CAPT Gillespie
A/C Tp Comd	— LT Skill
B/D Tp Comd	— 2LT Green/WO1 Smit
A Tp Sgt	— SGT Harrison
B Tp Sgt	— SGT Rose
C Tp Sgt	— SGT Fitzpatrick
D Tp Sgt	— SGT Thomas

It should be noted that not all the instructional appointments are taken by RACT, as we currently have representation from RAAF, RAInf, RASIGS, and RACMP.

On average the Wing instructs some 800 students each year. The courses vary from those teaching basic driving to the more advanced skills of operating large articulated trucks and fuel tankers and instruction on simple MT accounting procedures, to the techniques required by NCOs throughout the Army to run road transport. Interestingly and perhaps an indicator for the future, are the courses which produce driving instructors and licence testing officers for the Navy and Air Force as well as the Army. The courses run annually are:

- (a) Basic Driver Training — up to 20
- (b) Operator Specialist — up to 4
- (c) Bulk Liquid Fuel Tanker Conversion — 1
- (d) RACMP Driver/Motor Cycle — 3
- (e) SAS/Norforce Driver — variable
- (f) Driving Instructor (Tri Svc) — 1
- (g) Driving Instructor (All Corps) — 2
- (h) Supervisor Transport — 3

LONGHAUL

HIGH PERFORMANCE DIESEL OIL.

Ampol Longhaul is a high performance, multi-grade diesel engine oil designed for use in the transport industry.

Longhaul's multi-grade versatility makes it suitable for most diesel engines. A significant advantage indeed.

Ampol Longhaul can improve fuel efficiency and reduce oil consumption.

This means less engine wear and extended intervals between oil changes - up to the manufacturer's recommended maximum.

Suitable for practically any diesel engine, or even petrol engines, Ampol Longhaul provides any fleet with high performance versatility.



We do more than sell petrol.

The power to move armies.

Ansett Pioneer is Australia's most experienced and professional coach operator.

Moving people is their business. Moving them quickly and reliably around and across Australia every day.

No matter how many or how far, if you need to move, the answer is clear. Call Ansett Pioneer now.

IN SYDNEY

(02) 268 1331

Cnr. Oxford and Riley Streets.

IN MELBOURNE

(03) 668 2422

Cnr. Franklin and Swanston Streets

IN ADELAIDE

(08) 51 2075

101 Franklin Street

IN BRISBANE

(07) 226 1184

16 Ann Street

IN PERTH

(09) 325 8855

26 St. Georges Terrace

IN CANBERRA

(062) 45 6624

Cnr. Northbourne Avenue and Ipima Street

And offices in all regional areas.

Ansett Pioneer.

DBISL:ANP0158

- (i) Testing Officer (B Vehicle) Review — 2
- (j) Testing Officer (B Vehicle) ARES — 2
- (k) Regimental Transport Officers — 1
- (l) RACT ROBC Basic Drivers Phase — 1; and
- (m) Motor Cycle Rider Basic — variable.



Driver Training Circuit.



Cross Country Driving Training.

There are often in excess of 100 students under instruction in the Wing at any one time, and certain civil agencies involved in this same field, such as police, motor organisations, government and commercially-run driver training centres often assist on these courses. This is interesting as there is still disparity between the States in road law, licensing and driving standards. The only truly Federal agency in this field is the Defence Force, so the Army is the vanguard for standardisation, with MT Wing in the "thick of the battle".

MOVEMENTS WING

Movements Wing is the smallest of all the wings at AST, but nevertheless has a very important role in conducting varied movement courses for all ranks.

The Senior Instructor of the Wing is Major Peter Denham. Major Denham graduated from Portsea in 1968 and has had varied Movement postings including OC Albury Transport Unit, SO3 Mov HQ Log Comd, Mov Offr Puckapunyal MCO, Det JMCA for Kangaroo Ex and one Overseas posting to PNG. Major Denham is an avid collector of fine antiques and a keen runner.

Captain Sandy Magee and Captain Dick Gell are the Officer Instructors. Captain Magee graduated in December 1977. She

was a PI Comd/Instructor at the WRAAC School for two years and the Mov Officer Captain at Sydney MCO from Jan 82 to Dec 83.

Captain Gell graduated from RMC in December 1979 and has had a number of Transport postings including Troop Commander and Ops Officer at 9 Tpt Sqn and Mov Officer at Townsville MCO.

The Wing Sergeant Major is WO1 Ted Horlock whose Engineer Movements background and tours of SVN have given him wide exposure to both ASA MCO functions and procedures.

The Sergeant Instructor in Mov Wing is Sgt Mick Boardman. Mick arrived at the wing in August 84. His background covers such things as movements postings in MCO Wagga, 30 Tml Sqn and the PNGDF. Mick is also an experienced air dispatcher.

As stated earlier, Movements Wing conducts a variety of courses which cover a wide range of activities and includes ranks from Pte to Major. These courses include an Assistant Movement course for IET students or those members wishing to transfer stream or corps and are usually Pte/Cpl level, the Supervisor Movement Course for Senior Sergeants who are deemed ready for promotion to WO2 and the responsibility of overall Supervision of an MCO, and the Officer Movement Courses for Lieutenants and Captains prior to their first posting as a Movements Officer.

The Movements Wing also conducts phases of the ROAC, ROTC and ROBC and hosts other courses for Army reserve movement control units.

CORPS TRAINING WING

Corps Training Wing (CTW) conducts courses for all ranks in the RACT, both regular and reserve. It is organized into four basic elements, "the back to 9 Tpt Sqn Club", Officer Training Section, other ranks training section and a small administrative element.



Corps Training Wing.

The members of the club are Maj Stewart Lloyd, Capt Tony Betts, Capt Rex Rowe and WO2 Mick Harris. This sanity is offset by the air dispatchers whose members are Capt Allan (I used to punch Officers) Rutledge, Capt Kevin (Mullet) Brumpton and WO2 Chook (I can see the ceiling) Fowler. Just so the wing appears balanced we have WO2 Rod Gill representing water, terminal, rail and postal. WO2 Squizzy Taylor represents the other squadrons.

The Officer section conducts the RACT promotion courses for both regular and reserve officers. Regular officer career courses underwent significant change during 1984



**HYSTER
AUSTRALIA
PTY. LTD.**

IMPORTER &
MANUFACTURER OF:
Fork Lift Trucks,
Compactors

&
Logging Winches

TELEPHONE:

(02) 77 0511

Teleg/Cable: HYSTER Sydney, Tlx: 20634 AA

**BULLECOURT AVE.,
MILPERRA, NSW 2214**



MOTEL

**TOWNSVILLE
75 3066**

- Swimming Pool & Spa
- Licensed Restaurant
- Direct Dial Phones
- In House Movies
- Executive Suites
- Waterbeds

CNR. BOWEN RD. & CARMODY ST.,
ROSSLEA, TOWNSVILLE

**GRAHAM
COURT
HOLIDAY
VILLAS**

15 PIRIE ST., NEWTOWN. TASMANIA 7008.

*We cater for all service personnel
Our modern villas are completely self
contained (4 plate stove, fridge,
crockery etc.), centrally situated
(walking distance to headquarters),
minutes to all sporting facilities.*

PHONE (002) 28 0283

**FEARNE
AND SON**

Special Land Cruiser Super
Coaches available all over
Australia fully air conditioned,
toilet equipped, reclining seats,
reading lights, wireless and
tape recorder and public address
system.

**67 BERRY STREET,
WAGGA WAGGA, 2650**

PH: (069) 21 2316, (069) 21 2315

as a result of an analysis and these new courses have run or will run in accordance with these new directions:

- (a) Regimental Officer Basic Course (ROBC) 11½ weeks incorporates amongst other things driver training to ECN 109 standard;
- (b) Regimental Officer Transport Course (ROTC) of six weeks now has half the course dedicated to movements including a seven-day movement exercise;
- (c) Regimental Officer advanced course (ROAC) (revised) of 4½ weeks which will run for the first time in Aug 85 also spends half the course on movement aspects and includes many visiting expert instructors from within and from outside the Corps.

Reserve officer career courses are changing significantly in 1985 as a result of a flow-on from changes to the regular courses. Although the duration remains 16 days, the courses have a significant increase in movements and cover all aspects of the corps at various levels. Most importantly, successful completion of these courses will from now on give the appropriate qualification for promotion instead of the current system of qualification by examination.

The NCO training section like the officer section conducts all the RACT promotion courses for both regular and reserve NCO's as well as the initial Corps training for all soldiers allocated to RACT prior to their initial employment training.

The subject 4 course for CPL and SGT each of four weeks covers all aspects of road transport with a particular emphasis of divisional transport and working in the field. Subject 2 for WO of four weeks concentrates on an overview of all aspects of RACT operations specifically as appropriate to senior NCO.

The initial Corps training section is manned by the dynamic duo SGT Jim Douglas and CPL John Gilbert.

That small administrative element mentioned previously is CPL Peter Simmons and his typewriter. He is not from 9 Tpt Sqn.

An RACT employment analysis underway at present will affect the structure of all RACT soldier courses in the near future, the aim being to make all courses more relevant and effective for all aspects of the Corps.

CTW also has the responsibility for assisting the training development and doctrine section with evaluation and development of RACT doctrine and courses, reviewing appropriate Corps pamphlets and keeping 'them' awake. A recent addition to our arsenal of pamphlets is 'MLW Two 1.2. Road Transport in the AO' which should be available in your local library in the near future. It is recommended bedtime reading for both Officers and NCOs who feel a course at CTW coming on.

The staff at CTW welcome any enquiries or requests for assistance in their field from all members of the Corps, and if you don't need to contact us we are sure we will contact you eventually.

THE RACT CORPS SHOP

Management

Your RACT Corps Shop is now under new management.

The Shop Committee members are:

- | | |
|-------------------------|-------------------|
| (a) President | Major J.O. Hope |
| (b) Treasurer | Capt J.H. Kirkham |
| (c) Assistant Treasurer | LT W.K. Skill |
| (d) Supervisor | WO2 H.A. Fowler |
| (e) Marketing Manager | WO2 C. Gill |
| (f) Shop Manager | CPL N.G. O'Neil |

Items for Sale



The Corps Shop.

The Corps Shop has been in existence since 1976, and sells both RACT embellished items (e.g. plaques, stable belts, track suits etc.) and non-embellished commercial products at below normal retail prices. The full price list is shown below. Those items asterisked will attract discounts when purchased through regimental funds or canteens.

New Lines for Sale

By the time this article is published new lines will have been introduced for sale, such as:

- (a) Watches,
- (b) Radios,
- (c) Calculators,
- (d) Model Making Kits (cars, ships, aircraft), and
- (e) Flags and pennants.

Prospective customers are asked to check our prices with the shop manager (057) 93 7495 before buying elsewhere. Your shop's prices will always be at the lowest cost, and for quality goods.

Rebate Offer

Until 31 December 85, a \$5 rebate is on offer for any purchase order of shop items totalling in excess of \$100.

Credit Purchasing

The Corps Shop has in the past had too much capital "tied up" in credit purchases. Orders for items are now either to include pre-payment, or to be held in the shop on "lay by" (with 10% deposit) for a maximum period of five weeks.

New Ideas

Any individual and/or unit with good suggestions/ideas of suitable items for your corps shop to offer for sale should notify the shop manager, for the committee's consideration.

RACT CORPS SHOP

LISTED ITEMS — AS AT 1 MAY 85

WINDCHEATER COLOUR TRIM	\$17.95
WINDCHEATER PLAIN	\$10.50
KEY FOBS	\$3.00
TANK TOP (NEW STOCK)	\$6.20
T-SHIRT VARIOUS	\$5.00*
TRACK SUIT (RACT)	\$43.95*
HAT BADGE METAL	\$7.95
HAT BADGE OFFICER	\$6.50
HAT BADGE CLOTH	\$1.50
STABLE BELT	\$10.00

TIE RACT CORPS	\$6.50*
BERET KENT	\$7.25
CUFF LINKS & TIE TAC SET	\$9.50*
DESK PLATE & STAND	\$15.00
PLAQUE RACT	\$20.75
PLAQUE AST	\$20.50
COASTERS RACT (SERIES IV)	\$13.99*
COASTERS AST	\$9.00*
LIGHTER DISPOSABLE	\$1.00
LIGHTER REFILLABLE	\$3.00*
VARAFLAME REFILL	\$1.00
TIE TAC	\$3.00
CUFFLINKS	\$6.50
BUSH JACK LINERS (SEASONAL)	\$15.10
BROOKS RUNNERS SUPER V	\$41.40
BROOKS RUNNERS VANTAGE	\$48.60
RONSON STEAM & DRY IRON	\$29.35
BANNER PARADE PRINTS	\$15.00
WALLET	\$4.50*
PEN KNIFE	\$1.95*
KEY WALLET	\$3.00*
NOTE PAPER PACKS OF 10	
CORPS EMBOSSED PAPER	\$6.00
FOLDER AST	\$2.95*
CHRISTMAS CARDS	.35
SET OF 20 XMAS CARDS	\$6.60
SET OF 100 XMAS CARDS	\$33.00
POSTCARDS (SET OF 10)	.50
DUNLOP SQUASH SHOES	\$20.00
BOWLING BAG	\$12.00*
BOTTLE COOLER	\$3.00
STICKER OFF (for registration stickers)	\$3.00
CRICKET HAT	\$6.50
RONSON PEN	\$13.00
BADGE CLOTH/RACT POCKET	\$1.00*
TIE RACT 10TH ANNIVERSARY	\$12.00
TIE AST	\$12.00
ENGRAVING PLATE SMALL	\$3.00
ENGRAVING PLATE LARGE	\$6.00
DESK STAND	\$10.00
DESK NAME PLATE	\$5.00
NAME TAG	\$2.00
ADIDAS OREGON RUNNERS (ON REQUEST)	\$53.75
COLLAPSIBLE STUBBIE COOLERS	\$3.00
BALL POINT PEN RACT	.30
SPORTS BAGS	\$9.75
SHOP TIMINGS 0830-1200 HR, 1300-1530 HR, MONDAY-FRIDAY	

THE CORPS MUSEUM

Well, what has your Museum been up to? We have been so busy restoring, cataloguing, rearranging and attending local displays that the idea of sending you a quarterly newsletter is still an idea. It has been a great year and when you come to



The Corps Museum.

Pucka on your next course at the Corps Holiday Home (Army School of Transport) please pop in and visit your museum. CPL John Kirkby was posted from 26 Tpt Sqn to AST and whilst walking across the road to his new unit he discovered he had been volunteered as our restorer.

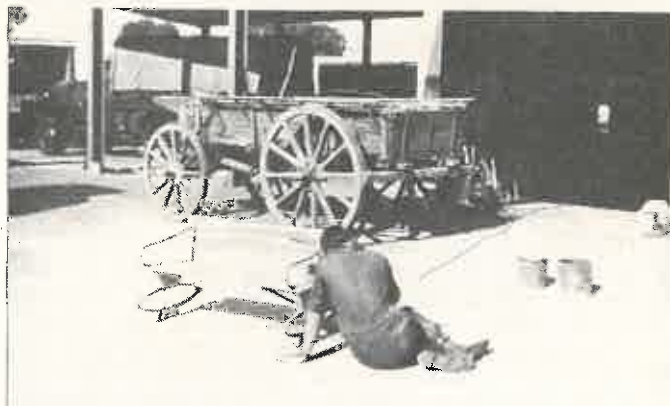
CPL Kirkby is busily restoring a Ford Jeep 1942 and a rather prestigious 1916 General Service Military Wagon which was loaned in October 1984 to the Museum by Mr D. Weaver of Tatong Victoria. During the Christmas leave period a 1916 Ammunition Limber and Trailer was kindly donated by Mr and Mrs Whinn of Springhurst, Victoria. This rather remarkable item will be restored this year. The Museum has plenty of restoration projects and the list contains a 1939 Morris Commercial, 1942 Chevrolet Landlease, 1939 Ford 2 Ton and a 1914 Field Kitchen. Several units are busily restoring vehicles for the Museum.

These are:

Adelaide Tpt Unit	1943 Willys Amphibious Jeep
26 Tpt Sqn	1940 Ford Desert Blitz 3 Ton
3 Tpt Sqn	GMC 15 CWT
Puckapunyal Workshop Company	Humber 1 Ton
RMC	1942 Federal Prime Mover
DUKW Association	DUKW

Our property member Warrant Officer Ian Laverie has all the hundreds of items on word processor and he is busily updating the values. Acquisition of wanted items is slow; however, Colonel C.B. McAuley has arranged the loan of one of the wanted items — 'a Harley Davidson Motor Cycle'. Our other wants include a GMC 2½ Ton (6 x 6) and a Dodge Weapon Carrier ¾ Ton (4 x 4).

The lack of money, of course, inhibits progress but the annual museum raffle should boost the account, to enable the restoration of vehicles, purchase of additional restoration equipment, indoor display cabinets, and vehicle spare parts.



Restorer at work.

We wish to thank on your behalf committee members who have moved on: Major Paul Vercoe, Major Don Keyes, Captain Mike Christian, Sergeant Rod Read, and welcome the new committee, Major Peter Denham (President), Captain Alan Rutledge (Secretary), Warrant Officer Bob Shoosmith (Treasurer), and CPL John Kirkby. A special thanks must go to the Museum 'continuity Committee Member' Colonel Bob Mair MCE who gives inspiration to all.

A last word about our patron Sir Laurence Hartnett CBE who recently underwent an operation to install a heart pacemaker at the age of 86 years. He is well and reads with interest our monthly Committee Minutes. Sir Laurence's message to all Australians is to have faith in ourselves and Australian products and your Museum is dedicated to preserving Australia's Military Heritage.

Keep supporting your Museum and remember your donations over two dollars are tax-deductible.

A bed is a bed is a bed.



So why stay at the Crest?

There are some people who could quite happily sleep on a barbed-wire fence. But for those who appreciate the little comforts of life, the Crest International Hotel has the accommodation to make you feel very much at home.

And when we say accommodation, it's even more than a spacious, luxury room. It's the total facilities we offer that make your stay

more pleasurable. The two swimming pools for instance, the saunas, the fully equipped gymnasium, and of course the excellent bars and restaurants. All yours to enjoy whenever you get a break during your business day.

The Crest International Hotel, right in the heart of Brisbane. When it comes to providing the very best in accommodation, we're not lying down on the job.

King George Square
Brisbane, Queensland 4000
Telephone (07) 229 9111
STD Free 008-777-123
Telex AA41320



PRC 3962

If you're homesick, TAA has the perfect remedy.

There's mum and dad whom you haven't seen in donkeys-ages. Your baby sister, who's just had a baby herself. And some old mates with whom you spent many a pleasant Sunday morning.

Why not let TAA fly you home? We'll take care of everything. Baggage, bookings — and our range of discount fares will have you wondering why you left it 'til now. We'll do our best to make you feel at home long before you get there!

Special Discount Fares.

- Standby — 20% off.
- SuperSpecial* — 45% off.
- Super Apex — 35% off.
- Excursion 45 — 45% off.

Special conditions apply, so talk to your travel agent or TAA.

TAA. The friendly way.

*SuperSpecial discounts available on some routes only. TAO434



PIPES & DRUMS SEVENTEEN BATTALION ROYAL NEW SOUTH WALES REGIMENT

Australia's senior military Scottish contingent is "A" Coy and the Pipes & Drums of 17 Bn Royal N.S.W. Regiment.

On the 5th November, 1885 the N.S.W. SCOTTISH RIFLES was raised complete with PIPES & DRUMS as a fully volunteer militia force.

It established such a high standard that whilst other (and sometimes older) militia forces disbanded through lack of support or ability, "The Scottish" survived major military reorganisation and in 1935 was reformed and renamed as the 30TH INFANTRY BATTALION THE N.S.W. SCOTTISH REGIMENT.

The 30th maintained and improved on the previous high standard so much so that it survived until 1960 when, due to military cutbacks and reorganisation, it, and other famous regiments, were amalgamated and reformed into the ROYAL N.S.W. REGIMENT with "A" Coy kilted and the Pipes & Drums.

Now, 25 years later, and celebrating its centenary, "The Scottish" is still going strong.


A concise history of the Pipes & Drums is being compiled and any ex-member, relative or friend is invited to make contact. Information and photographs (pre-war in particular)



are needed to complete this history and any assistance will be very welcome. All communication will be acknowledged and photographs returned.

The major support function for the centenary was the 12TH ANNUAL RED HACKLE BALL which was held on Saturday 24th August, 1985 at Willoughby Civic Centre.

Please join us on this occasion to show your support.
Centenary information: Drum S/Sgt Bill King (913 9478).
Ball information: Piper Jim Braid (449 5682).



CALEDONIAN SUPPLIES

**65 Nepunga St, Concord West,
N.S.W. 2138**

Wishes R.A.C.T. Pipes & Drums an enjoyable overseas tour wearing traditional uniforms, accoutrements and instruments manufactured in Australia.

17R N.S.W. Pipes & Drums (Senior Pipes & Drums Aust. Mil. Forces) also extend best wishes and remind all personnel of the Centenary Ball, Sydney, May 24th, 1986.

Phone (02) 736 1334



HIGHLAND DRESS & ACCESSORIES · BAGPIPES & MUSIC · TARTANS & SKIRTS

KILTMAKERS
BOX 5344, G.P.O. SYDNEY, 2001

PROUD TO BE SUPPLIERS TO THE R.A.C.T.

Specialising in all Scottish Regimental Regalia including Embroidered Pipe Banners, handcarved Clan and Regimental Plaques.

125 George Street, Sydney
Phone: (02) 27 8664



"Old Parr Whisky" proudly sponsoring the annual piping competition, **The Old Parr Award**, within the Corps Pipes and Drums. Support the brand, ask for **Old Parr Whisky** in your mess.

**Imported by Walcie (Sales) Pty Ltd,
108 Miller St, PYRMONT, NSW 2009
Phone (02) 660 7811**

RACT PIPES AND DRUMS

TOUR OF THE UK AND BAOR DURING 1986

Many readers will already be aware of the considerable efforts being expended on co-ordinating all aspects of the proposed tour by the RACT Pipes and Drums to the United Kingdom and West Germany (British Army on the Rhine). The tour is planned to occur in August/September 1986.

The tour will be in response to an invitation from the CO of 153 (Highland) Artillery Support Regiment, RCT (Volunteers) 153 Regt RCT(V) for the RACT Pipes and Drums to participate in a combined annual field exercise with the Pipes and Drums of 153 Regt RCT(V). This invitation has been endorsed by the General Officer Commanding Scotland and is in response to the very successful tour of Australia in July 1984 by the Pipes and Drums of 153 Regt RCT(V). The RACT Pipes and Drums were hosts to the visitors during that tour. This exchange of visits stems from the unofficial bond of friendship approved by the Corps Director, Colonel G.J. Christopherson and the Director General Transport and Movement (UK) Major General W. Allen, on 8 February 1983.

The RACT Pipes and Drums contingent to UK and BAOR will consist of up to 28 ARES members (including the Pipe President, Major Brad Keating of HQ 10 Tml Regt) and an ARA Administrative Officer.

Arrangements for the tour are being co-ordinated under the general direction of the Corps Committee with the support of functional command Corps representatives, the Military District Corps Association and the Pipes and Drums themselves. A sub committee of the Corps Committee has been formed to handle various detailed requirements, this sub committee being chaired by Colonel L.P. Miller, Commander Field Force Movements and Transport.

The most demanding task is to provide sufficient funds to finance the necessary return civil air travel and to ensure the band is properly equipped for the tour. Air travel costs are likely to be in the order of \$47,000 by the time the tour takes place.

The band has undertaken to raise \$22,000 towards the overall cost of the tour. This target is to be achieved from donations and personal contributions by the members touring. The band is confident of achieving this target and at the time of writing this article in excess of \$5,000 has been raised.

The balance of the travel costs is to be provided from the Corps Central Fund. A special fund raising project is required to swell the Fund as it is not sufficiently wealthy otherwise. The target for this project is \$25,000. Fund raising has been initiated by DMOVT-A through Command channels seeking \$21,000 of this amount. The Representative Colonel Commandant, Colonel Peter Blyth, MBE, has also sought the support of the retired members through the Regional Corps Association. As an additional measure, the Sydney-based sub-committee is examining the feasibility of conducting a nation-wide Art Union; if this is favourable an Art Union could be conducted in late 1985 or early 1986.

The Pipes and Drums are keen to assist regional fund-raising activities conducted by the Corps. Enquiries regarding such activities should be directed to Major Brian Calder, SO2 Pers/Log at HQ FF MovT telephone (02) 339 4211. By the time you read this article the Pipes and Drums will have participated in the Sydney Anzac Day March and supported the Anzac Day Marathon. The band will also have assisted 10 Tml Regt in raising funds during Exercise TERMITE SPRAY at Batemans Bay in early May.

Some direct donations have already been received by the Sydney-based sub committee. As a means of expressing appreciation, it has been decided to provide to all members a regular statement of the situation regarding fund raising and to record individual donations. Those donations received so far, which are separate to functional targets are from:

	\$	c
a. Comd FF MovT seminar — Feb 85	47	00
b. Major Peter Edwards & Party	30	00
c. 2MD RACT Officers Association Raffle	102	00
d. Major Jim Jeans (Retired)	20	00
e. FF MovT Formation Farewell Dinner to COL E. LOVE — 20 Feb 85	150	00
f. 10 Tml Regt Regimental Dining In Night — November 1984	30	00
g. Anzac Day — post March reunion 2MD RACT/RAASC/32 Small Ships	107	20

These contributions are gratefully acknowledged and are currently drawing interest in a special account opened with the Defence Force Credit Union.

Donations received to date by the Corps Central Fund are:

	\$	c
a. HQ 7MD	75	00
b. Sergeant D.C. Schuhkraft	100	00

Further personal donations would be most welcome and these can be forwarded direct to the RACT Corps Central Fund care of the Directorate in Canberra; or cheques may be made out to 'RACT Pipes and Drums Fund' and forwarded to:

HQ FF MovT (for RSM)
HQ FF Comd
Victoria Barracks
PADDINGTON NSW 2021

The support of all present and past members of the Corps is earnestly sought for the sending of the RACT Pipes and Drums to UK and BAOR. The visit has the potential to provide not only considerable value in protocol and in further enhancing the bonds of friendship between the RACT and the RCT but it also will be of inestimable worth to the Corps in terms of esprit de corps and for future Corps activities. Further, it should be of considerable value to the Army at large.



The combined Pipes and Drums bands of the RACT and 153 (Highland) Artillery Support Regiment RCT (V) march in Pitt Street, Sydney following the mounting of the cenotaph guard in July 1984.

The power to move armies.

Ansett Pioneer is Australia's most experienced and professional coach operator.

Moving people is their business. Moving them quickly and reliably around and across Australia every day.

No matter how many or how far, if you need to move, the answer is clear. Call Ansett Pioneer now.

IN SYDNEY

(02) 268 1331

Cnr. Oxford and Riley Streets.

IN MELBOURNE

(03) 668 2422

Cnr. Franklin and Swanston Streets

IN ADELAIDE

(08) 51 2075

101 Franklin Street

IN BRISBANE

(07) 226 1184

16 Ann Street

IN PERTH

(09) 325 8855

26 St. Georges Terrace

IN CANBERRA

(062) 45 6624

Cnr. Northbourne Avenue and Ipima Street

And offices in all regional areas.

Ansett Pioneer.

DBHSL ANP 0158

LONGHAUL

HIGH PERFORMANCE DIESEL OIL.

Ampol Longhaul is a high performance, multi-grade diesel engine oil designed for use in the transport industry.

Longhaul's multi-grade versatility makes it suitable for most diesel engines. A significant advantage indeed.

Ampol Longhaul can improve fuel efficiency and reduce oil consumption.

This means less engine wear and extended intervals between oil changes - up to the manufacturer's recommended maximum.

Suitable for practically any diesel engine, or even petrol engines, Ampol Longhaul provides any fleet with high performance versatility.



We do more than sell petrol.

LETTERS TO THE EDITOR

Dear Sir,

I leap to my feet to second the motion by Major Calder concerning a mascot for the Corps! And a horse — how very appropriate. Especially a Clydesdale!

The contribution of our animals to many aspects of military operations through our history is too frequently forgotten. The patient, unquestioning perseverance of our horses, mules, camels and donkeys sets a humbling example for our own human behaviour which is so often erratic and unreliable.

Yes, let's have a Clydesdale for our symbol! I can just see him (or her) on parade — sleekly groomed, harness gleaming, mane and tail and fetlock feathers flowing — the very image of equine nobility and fortitude.

Major V.L.J. Gregson
Directorate of Service Conditions
Army Office.

Dear Sir

Further to Brian Calder's letter which appeared in Summer 84/85 edition of Par Oneri, I think he has an excellent idea in the Corps acquiring a mascot or mascots. Enclosed is a photograph of a recent parade at Holsworthy which shows why the term mascots is used.

Eddie Edstein, being the Corps advisor on Clydesdales, unfortunately is no longer the proud owner of these fine examples of a bygone era. The question of a donation has therefore been negated. However he has provided some sound (he has changed) advice on the type of beast which could be considered as a Corps mascot. To quote him 'although you couldn't get a better spectacle than fully dressed bay Clydesdales, I doubt they were the type of horses actually used at the time. I think the more clean legged type of horse was



preferred and was either the 'Suffolk Punch' or 'Percheron' breed or rather a cross breed of those types to ordinary heavy type mares'.

I do believe that the acquisition of a pair of horses, whichever breed is selected, would be a reminder to all of a part of our history. Perhaps we may even be able to get back to looking after animals first, soldiers second and self last.

If it is accepted that the Corps would benefit by having a matched pair the question of finance is raised. On Eddie's advice it would cost around \$5000.00 all up including harness and the other bits and pieces. Puckapunyal would be the ideal place to stable them, there being an abundant source of good feed. Young soldiers and officers as they pass through the school would gain an appreciation of that bygone era.

In summary Eddie is again quoted 'I am certain of one thing and that is for regal carriage and action you won't beat a Clydesdale'. Look at the photo and I'm sure you'll agree.

I recommend Brian Calder's idea.

Major A.D. LUSH
Efficiency Review Team
Army Reserve Administration
C/- HQ FF Comd

Dear Sir

On the 14th February last I was privileged to have been dined out by the Corps at the RACT Officers' Mess, Puckapunyal. To be farewelled by the Corps, and the Army, in such a memorable fashion is an experience which I will never forget.

Unfortunately, on an occasion such as that, time passes very quickly and I was unable to acknowledge other than briefly, many friends, some of whom had made long journeys to be at Puckapunyal that night. I would like to take this opportunity, therefore, to thank everyone who attended the dinner on 14th February, (including those who had no choice!), for being there and making it such a success.

I appreciated it very much indeed.

Lieutenant Colonel JOHN BONNETT
MACGREGOR ACT

Dear Sir

During a recent exercise I was closeted with my Commander for a considerable period in his red car (Colonels in the Field Force not only have red hats and red tabs, but also red cars). As is usual when speaking with the Commander on any subject other than thieves, discussions were free flowing and wide ranging. One of the subjects discussed was the lack of traditions in our young Corps. It was opined that this was probably due in part to our relative age as a Corps and a service attitude which discourages people from doing things differently.

Many traditions in other Services have grown from rulings by royalty or adoption of procedures which were originally an untoward incident or a mistake. In the British Army, one Regiment (the 16/5 Lancers I believe) wear their 'Sam Browne' belts with the cross strap back to front. This tradition stemmed

from an incident when the Colonel of the Regiment arrived to inspect the Regiment with the strap reversed. The CO, not wishing to embarrass the reviewing officer, immediately ordered all his officers to wear theirs the same way, and the Regiment has done so ever since.

In June 1983 I had the honour to command the parade at which Princess Alice's Banner was presented to the Corps. After the presentation and consecration, the Banner carried by the Ensign, rejoined the line of guards. When the parade was turned about prior to forming into line for the march past it was apparent that I had forgotten to bring it to the close order.

Not having a piece of paper I was unable to do a JSC written appreciation but the courses open, advantages and disadvantages were whipping through my mind at the intense rate. Would the troops cover the error during the succeeding drill movements or would they march past with five paces between ranks? If I changed the sequence of orders would half the parade just continue with the correct sequence anyway? A re-

cent report that I heard where the reviewing officer (Royal) had suggested to the parade commander (Brigadier) that he should try a particular drill movement again, with my old SI (now CGS) from Portsea in the crowd coloured my thinking.

In the end result I advanced the parade and brought it to the close order. To my knowledge only one soldier missed the order. After the parade I received a few snide comments from picky associates about the extra drill movement. One very thoughtful officer however, expressed his appreciation of the way I turned the Ensign through 360 degrees so that the spectators could observe both sides of the Banner!

Surely this is the kind of incident that tradition grow from. I would therefore like to suggest that whenever the Banner is paraded this "incorrect" movement be included as an RACT tradition. Let us dare to be different.

Lieutenant Colonel B.J. GOODES
HQ 1 ATSR

HONOURS AND AWARDS

The Corps extends sincere congratulations to the following two members who have received recognition for outstanding service.

Member of the Order of Australia (AM)

Major K.A. McQuarrie — SO2 Officer Management,
Directorate of Movements and Transport.

Medal of the Order of Australia (OAM)

Lance Corporal C.M. Witney — Driver
Joint Services Staff College

VALE

It is with sadness that the deaths are recorded of the following members of the RACT whose names follow.

Sergeant R.W. Wilson
Private D.A. Lovett

The Corps extends deepest sympathy to their families, relatives and friends.

BURRINGA MOTEL

*The Motel where Service Personnel stay
Modern, Luxurious, Self Contained Units
Air Conditioned, Colour T.V., Fridges and all
Cooking Facilities.*

Centrally situated to Kapooka Barracks

37 Plumpton Rd., Wagga Wagga. N.S.W. 2650

Phone: (069) 22 3100 or 22 3318

PANNAROO MOTOR INN

CENTRALLY LOCATED

35 Beautifully Appointed Units
Colour T.V., Fridge, Self-dialling Phones to all facilities.

Licensed A La Carte Restaurant

We cater for all Army Personnel

18 John St., Singleton. N.S.W. 2330.
PHONE (065) 72 2011

CAPITAL C FOR CORPORAL

A viewpoint by WO1 A.J. Ludington

The definition of Corporal given by The Concise Oxford Dictionary is 'Non-Commissioned officer ranking just below Sergeant'.

The above definition clearly defines what a Corporal is — that rank just below Sergeant. The words that follow are my views and ideas of one of the most important ranks in the Army, namely the rank of Corporal. For ease of writing, I will use the male gender throughout this article.

In recent years, we have seen for a variety of reasons a degradation of the rank of Corporal. On many occasions Corporals are treated as private soldiers. Also, there is an increasing tendency for promotion to Corporal being given as a reward for a particular trade or establishment position.

There are other reasons for this degradation:

The 'I'll do it myself syndrome' that way I will know the task is completed satisfactorily. This approach is often used by officers, warrant officers and SNCO. However, the Corporal misses out on exercising his command.

The dilution of the rank of Corporal due to an imbalance of rank structure within some trades. This leads to an assumption that all one has to do is occupy the position to be promoted.

The Corporal has often let himself down by failing to discipline subordinates and himself and by not using his initiative, accepting responsibility and using the authority of his rank.

The failure of superiors to provide support to their Corporals when they need it.

What do we expect of a Corporal?

- That he can organize and lead his section in battle.
- That he can accept and seek responsibility not only in his section, but in other unit activities.
- That by using his knowledge and unit maintenance procedures his section vehicles, weapons and equipment are maintained at the highest standard of serviceability.
- That he can train members of his section for war in their soldier and corps technical skills.
- He must be able to maintain military discipline and develop self discipline within his soldiers. The best way to do this is by his example.
- He must display leadership qualities to lead his section.
- The corporal is the link between his section and his superiors. He must be able to impart information and orders clearly and accurately. Troop staff should remember this and ensure all information and orders both up and down the chain pass through him.
- He must be physically fit; he must have a high level of fitness to lead his men. He must set a high standard of fitness for his section and ensure that they maintain that standard.

WO1 Ludington enlisted in 1965. He served in Vietnam in 1967/69 and in PNG in 1972/74. His service in Australia includes three postings to the Army School of Transport and to various transport units in Field Force and Logistic Commands, including an appointment as RSM of 1 Div Tpt Regt. WO1 Ludington is currently RSM of the Army School of Transport.

- He must be able to use his initiative and make decisions. Remember, in our trade he will often be the man on the spot, some distance away from his superiors, on his own. Situational determinanism will often necessitate that Corporal will need to make decisions.

- He must be able to carry out tasks/orders with the minimum or no supervision.

- As a Corporal, he must have a sound knowledge of the unit Routine Orders, Standing Orders, and Standing Operating Procedures and Infantry Section Leaders Handbook. Especially those parts dealing with troop/section operations.

- He must be honest, reliable, punctual and ensure that his section is too.

- He is responsible for the grassroots administration of his section.

- He must set a high standard of dress and bearing and demand the same from his soldiers.

- His loyalty must never be in doubt. He must be loyal to his superiors and to his section.

- He must develop his section into a close knit effective team that can carry out any task allocated to it with a minimum of orders and fuss.

This list is by no means comprehensive and is not intended to be, but it includes the basics of what we expect. How do we go about obtaining this superman that we want? We expect him to have knowledge and certain qualities of character but how many times is he shown, trained and advised by his superiors how to do it? Had unit NCO training been conducted as often as it should have been? With the increasing emphasis by training schools of 'on the job training', and the requirement for soldiers to be trained to pre-course standards prior to attending promotion courses, NCO training should be given greater emphasis by units. To achieve that standard a sound, regular, practical, relevant and attainable programme of NCO training must be adopted by all units.

Once it is implemented, it must be persevered with for the benefit of the soldier, the unit, the Corps and the Army.

We all have heard the old saying 'that we haven't got the time for NCO training'. The normal excuses are that the unit is too busy, or can't release the personnel or that there are not enough NCO around to make it worthwhile. **WE MUST MAKE THE TIME AND ENSURE IT IS CARRIED OUT IF WE WANT GOOD CORPORALS.** All officers, warrant officers and SNCO are responsible for Corporal training.

The NCO Training Programme must be planned and effective. The training must be relevant to the NCO, demanding and designed to make Corporals participate to the maximum. The training must be stimulating and outgoing so that his interest is maintained.

To maximise the effectiveness of the training, make the junior NCO the instructor. However, ensure he is given sufficient instruction and time to prepare his lesson.

Sufficient time must be allowed by CO/OC to prepare soldiers for promotion courses. RSM and SSM must study course guidance material and provide guidance and direction.

NCO training should contain training to prepare soldiers for promotion courses. With effective unit training and promotion courses soldiers will at least be trained for promotion.

Now let us look at the selection process for promotion to Corporal. The CO or OC needs to make his decision based upon:

- a. advice by the Troop Commander using his Troop Commanders Note Book, after consultation with his Troop Sergeant and the soldier's Section Commander;
- b. the Regimental or Squadron Sergeant Major and unit Second-in-Command commenting on the suitability of the soldiers; and
- c. an assessment of the soldier against all the other suitable soldiers in the unit to ensure the best soldier is selected for the promotion.

Also the following should be considered when selecting a soldier for promotion:

That he has had sufficient time in the Army/unit to gain the necessary experience.

That he has been in a position of responsibility ie, SECT 2IC or COMD to see how he handles that responsibility.

That he completed at least one preferably all, of his promotion subjects.

The other point to remember is that it is much better in the long run for the unit, the Corps, the Army and the soldier to carry an NCO vacancy that to push someone who is not suitable into the job.

We should also strive to ensure that he completes his promotion courses as close to the time he is promoted as possible. This ensures:

that he is psychologically prepared for promotion;

that he has an aim to strive for which should ensure better course results; and

that information, skills and knowledge gained on the course can be put to use immediately before they are forgotten.

Once we have promoted the soldier it does not stop there, the real task is to develop the full potential of the NCO. NCO Training is thus an important issue.

Conclusion

During my visits in the last year to the second line squadrons and in my time as a Squadron Sergeant Major, I have reached the conclusion that:

The young soldiers we have today, trained, led and administered properly are as good, if not better than, any in the world.

Our NCO have more responsibility and opportunity to display their initiative than any other Corps.

By proper selection, training and given the guidance, advice and encouragement of their superiors, RACT Corporals are as good as any in the Army today.

Our role as officers, warrant officers and SNCO is to ensure that our Corporals are trained, led, administered, given responsibility, allowed to use their initiative, given the necessary information to complete tasks, provided with guidance, encouragement and advice, and given the chance to do the job.

If we fail to do this then we alone, are responsible for as Napoleon Bonaparte said, 'There are no bad soldiers only bad leaders'.

Ansett.
The only airline in the world that offers you 6 star service.

VH-RM

BISCUIT BOMBERS ON TARGET AGAIN

The Commander Field Force Movements and Transport 2 MD Shooting Competition was held at the Anzac Range Complex at Malabar on Monday 25th March. Despite appalling conditions of high winds, intermittent rain and low temperatures, the overall standard was remarkably high and scores compared well with previous years.

The shooting competition was inaugurated as an annual event in 1976 by the first COMD RACT FF Comd, Colonel D.C.J. Deighton MBE, and has been a feature of Corps activities in 2 MD since its inception. The Competition is open to 2 MD RACT units outside of the FF Mov-T Formation, and this year included teams from 1 Tpt Sqn, HQ 2 MD (MOV-T), Liverpool Tpt Unit, Sydney Tpt Unit, and Singleton Tpt Unit. The aim of the competition is to generate interest in, and improve the standard of shooting within the Corps in 2 MD.

Competing teams are all required to fire the SLR, SMG, LMG and 9mm Pistol at standard practices. The major trophies for the competition have been donated by TAA, and once again this year were presented by Mr Kevin Lund of TAA, NSW, who himself is an active competition shooter. A feature of this year's competition was the introduction of a new trophy for the best SMG team. The trophy, which was personally donated by Mr Lund, is called the Lawrence Trophy in memory of his son, and consists of a Thompson Machine Gun mounted on a polished hard wood stand.

The champion unit for 1985 was 1 ATSR, and team captain, WO2 'Zeek' Zaffino finished off a fine personal day by also receiving trophies for the individual 9mm pistol champion, individual SMG champion, and 2nd overall in individual placings. Singleton Transport Unit secured the SLR team trophy for the 7th time, which is a significant achievement in the 10 years of the competition. Best overall individual shot of the competition was LCPL Darren Poole, of 1 ATSR. Full results are contained in the accompanying table.

1985 COMD FF MOV-T 2 MD SHOOTING COMPETITION

1. 2 MD RACT Champion Unit 1 ATSR
(Team Members: WO2 H. Zaffino, SGT R. Towers, CPL D. Warner, LCPL D. Poole, PTE B. Brain, PTE D. French, PTE D. Orwin, PTE D. Mitchell, PTE S. Wells, PTE T. Wynne)
2. TAA Trophy for Major Unit Team 1 ATSR
(Team Members: as above)
3. TAA Trophy for Minor Unit Team HQ 2 MD (Mov-T)
(Team Members: WO1 J. Spruce, SGT M. Parkinson, SGT C. Smith, CPL W. Carter, CPL J. Stallard)
4. Overall Individual Shooting Champion:
1st LCPL D. Poole (1 ATSR)
2nd WO2 H. Zaffino (1 ATSR)

5. **SLR**
Champion Individual:
1st CPL W. Carter (2 MD [Mov-T])
2nd LCPL D. Poole (1 ATSR)
3rd SGT C. Smith (2 MD [Mov-T])
Champion Team: Singleton Transport Unit
(Team Members: MAJ L. Hatton, LT M. Stewart, SGT D. Brindley, SGT D. Fennell)
6. **SMG**
Champion Individual
1st WO2 H. Zaffino (1 ATSR)
2nd CPL J. Stallard (2 MD [Mov-T])
Champion Team (Lawrence Trophy): Liverpool Tpt Unit
(Team Members: SGT B. Vincent, CPL B. Davis, LCPL G. Bolger, PTE I. Sullivan, PTE A. Wormington)
7. **LMG**
Champion Individual
1st CPL T. Stallard (2 MD [Mov-T])
2nd SGT D. Fennell (Singleton Tpt Unit)
Champion Team: HQ 2 MD (Mov-T)
(Team Members: as above)
8. **9mm Pistol**
Champion Individual
1st WO2 H. Zaffino (1 ATSR)
2nd PTE P. Darrough (9 Tpt Regt)
Champion Team: 1 ATSR
(Team Members: as above)



Mr Kevin Lund presents the Lawrence Trophy to the winning team from Liverpool Transport Unit.

FEARNE AND SON

Special Land Cruiser Super Coaches available all over Australia fully air conditioned, toilet equipped, reclining seats, reading lights, wireless and tape recorder and public address system.

**67 BERRY STREET,
WAGGA WAGGA, 2650**

PH: (069) 21 2316, (069) 21 2315



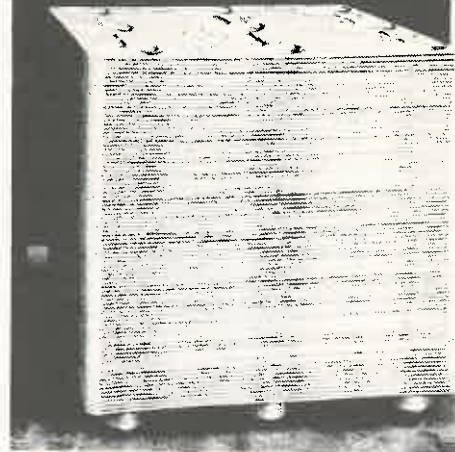
MOTEL

**TOWNSVILLE
75 3066**

- Swimming Pool & Spa
- Licensed Restaurant
- Direct Dial Phones
- In House Movies
- Executive Suites
- Waterbeds

CNR. BOWEN RD. & CARMODY ST.,
ROSSLEA, TOWNSVILLE

The brilliant
new PALPAC
steel pallet
has stacks of
advantages.



When Palpac was developed, little did we realise just how brilliant this new pallet would prove to be. For starters, it won an Australian Design Award and has since won the Prince Philip Award for Australian design, which is true testimony to its strong, light functional design. But its true strengths lie in on-the-job performance. Lighter. Tougher. More compact. With a stackability ratio of ten to one, Palpac gives an immediate and substantial cut in transport and storage costs.

Palpac does a good job better.

Palpac is longer-lasting. It won't burn, warp, get water-logged or splinter. So it won't spoil or contaminate the product it's there to protect. The people handling them get fewer injuries leading to fewer compensation claims, and you don't need special stacking areas due to fire regulations, as with wooden pallets. And Palpac gives you four-sided forklift entry for less ware-house manoeuvring.

If you'd like to know more about the brilliant new Palpac steel pallet and how it could revolutionise your materials handling systems, please call our office in your state and we'll arrange an onsite demonstration.

GERRARD

Gerrard Strapping Systems Pty. Ltd. Inc. Vic.

A member of the Johns Perry Group of Co.
Melbourne: 314-0888. Sydney: 609-1555
Adelaide: 212-3766. Newcastle: 52-4033
Brisbane: 268-5611. Launceston: 44-2436
Perth: 331-2744

BIG M MELBOURNE MARATHON — 1984

by Captain A.C. Osborne

What is it that makes someone run a Marathon? I ran the Big M Marathon and I was influenced by a number of things, not the least of which being a doubt that I could comfortably cover the distance. I had been running for about five years and I was bored with quite explosive running over relatively short distances, such as Fun Runs. Although few appreciate it, the Army gives us all a unique opportunity to stay fit in work time. It was primarily for this reason that I decided to give a marathon a shot. I had to give up some of my own time for long runs, however it all was worth it.

I had never seriously thought of running a Marathon and then, after some discussion within my household and workplace I entered the Big M. Entering a race like this is relatively painless, even with a small entrance fee. The worst part about entering was having to fill in the box marked An-

icipated Completion Time. This infers you do finish; quite something to ask yourself before you even commence training. (I thought that I would finish in about 3½ hours).

My longest competitive run to July 1984 was the Sydney City To Surf over 14 kilometres. I completed that run, crowds and all, in about 56 minutes, but I had my doubts about maintaining any pace close to this over three times the City To Surf distance.

I picked up a First Marathon program from a friend, the program based on one published in Runners World (see below). It did not look too formidable at the onset, however the later weeks became quite demanding. I stuck pretty closely to the program and when varying it I usually increased the distance if I was feeling good on the day.

SUGGESTED FIRST MARATHON PROGRAM

DAY	STAGE 1				STAGE 2				STAGE 3			
	WEEK 1	WEEK 2	WEEK 3	WEEK 4	WEEK 5	WEEK 6	WEEK 7	WEEK 8	WEEK 9	WEEK 10	WEEK 11	WEEK 12
ONE	REST	REST	REST	REST	REST	REST	REST	REST	REST	REST	REST	REST
TWO	7	7	14km FUN-RUN	8	10	10	12	12	14km FUN-RUN	16	16	12
THREE	5	5	6	8	7	8	8	10	10	12	10	10
FOUR	8	8	12	12	13	16	18	20	21	21	29	8
FIVE	7	8	7	10	10	10	10	10	10	13	10	7
SIX	4	5	5	5	7	8	8	8	8	10	13	4
SEVEN	12	12	16	16	20	20	23	26	29	26	20	4

NOTES:

1. The Fun-Runs give you exposure to the crowds of a road race, support facilities provided, finishing procedures and it gives you practice in maintaining pace with considerable distraction.
2. At least one long run per week in Stage 2 should be on 'OUT and BACK' (i.e. equal distance in both directions aiming at a faster 'BACK' time to that going 'OUT').
3. You should train your body to take fluid from WEEK 1. Plan your run to either pass water points on route or pass your home at approximately 5km intervals.

The training was in mid-winter and for anyone who has been in Canberra in winter, you will appreciate some motivational problems on foggy — 3 degrees mornings. I was lucky on most of my long runs as it rained as well. I had to decide on running clothes and live with my decision regardless of how many seasons I encountered.

Two other people joined me from the Directorate in their first marathon. They were Major Kath McQuarrie and WO2 Ian Sargeant, both like me, regretting the commitment from time to time. The three of us suffered no major injuries. Kath strained a calf muscle in week seven when she overextended during sprints, and Ian has for some time had a recurring knee injury. I managed to damage a cartilage on the front of my left knee at three weeks before the run, however all was well on the day.

As with all running events I had to go to the loo some 15 minutes before the start. The line was very long to the one parking lot toilet so I decided to hold on until I was on the road. (I found some toilets on route).

The marathon course runs from Frankston to Melbourne, initially on the Nepean Highway, left after Aspendale to Black Rock following the beach road and finally turning up to St Kilda Road to finish on the southern side of the Yarra River at the Victoria Arts Centre.

The run started at 8 am and the air temperature was about 18 degrees. By 9.30am it was 24 degrees. As with most runs the shuffle to the start line took some minutes, (the slowest part of the run). The course in relatively flat with slight inclines to force a slight pace change. The change of pace I found helpful

to me because it distracted me enough to revitalise my flagging spirit.

I felt comfortable to the halfway point and it had taken about 85 minutes. The next 10 kilometres passed easily and at 140 minutes I passed 32 kilometres. I hit what I believed to be the wall at 34 kilometres, feeling slight nausea only, however it was quite distracting and unwelcome. The last eight kilometres were a drag and I felt as if I was running very slowly, however I averaging a reasonable pace of about 4½ minutes per kilometre.

I finished the 42.195 kilometres in three hours, four minutes and nine seconds, an average of four minutes, 22 seconds per kilometre. Finishing was a pleasure and my strongest recollection was my need for water. Having been presented with a medallion that felt like an anchor, I stumbled to the water table. Sitting in the gutter, (the only place I could find), I thought of what a pleasure stopping is in such circumstances and wondered will I ever bother to do this again.

Overall some eight truckies completed the 1984 Big M Marathon. Some words of wisdom from a few of them appear below:

LT COL J. H. Snare — 3 hr 30 min — Placing 1792

'I had no formal training program but tried to run seven days a week...I was not able to get sufficient runs under my belt. My training was based on Joe Henderson's book "Jog, Run, Race", which was a three month program — one long run, two medium runs and four short runs concentrating on time rather than distance...The first five km were very slow with the density of runners and not very pleasant. From five km to 30 km I was relaxed and on a three hour 20 minute schedule. From 35 km to 42 km was miserable and painfully slow.'

PREVIOUS MARATHONS: CANBERRA NIKE/AVON 1984 3 hr 29 min BIG M 1983 3 hr 33 min

LT COL J. H. Acock Jr — 3 hr 12 min — Placing 950

'My wife thought that I was crazy and after my first month of training so did I. I had a good training program (16 weeks)...I started my Big M training at 40 miles a week...increased my mileage 10% every two weeks until...75 miles per week. I also included three circuit drill sessions per week...program based on the hard day/easy day procedure. The only items I eliminated were butter, fatty foods, fried foods, salt and alcohol, except a daily beer. I had preplanned to achieve a 3 hr marathon. At 20 km I was feeling good and increased my speed to 19.5 min per five km...at 30 km I felt horrible. The rest of the race was a physical effort. By not pacing properly and going out too fast I had to deal with too much fatigue at the finish.'

PREVIOUS MARATHON: CANBERRA NIKE/AVON 1984 3 hr 31 min

CAPT M. A. Burgess — 2 hr 50 min — Placing 223

'90 km per week approximately three months prior...built up to 110 km and maintained this to the race...an average 15 km per day depending on how I felt. I did not concentrate sufficiently on speed work, that is fast 5 km and 10 km. I ate a minimum of fried food, but no significant diet change. I ran well to half way, however my legs lacked speed (from then on)...my second half was nine minutes slower than the first.'

PREVIOUS MARATHON: CANBERRA NIKE/AVON 1984 2 hr 58 min



LTCOL J. H. Snare — LTCOL J. H. Acock Jr — CAPT M. A. Burgess

MAJ K. A. McQuarrie — 4 hr 2 min — Placing 3265

'...Big M Marathon fulfilled my need for a mental/physical challenge. My aim...to run all the way...not die in the attempt and finish under four hours. In mid July I commenced a three month program, (see table), and ran in four Fun Runs...longest run prior to the Big M was 31 km which I ran twice. During the training I ate vegetables and fruit and less red meat. Immediately prior to the Big M I completed four days of carbohydrate starvation followed by four days of loading.

At 4.30 am I breakfasted on a toast, honey, fruit juice and tea. I felt nervous with anticipation, but mentally capable...My first five km were desperate with unbelievable shin pains — I had tied my shoe laces too tight...by 20/25 km...I was feeling tired and hot. I stopped at every drink station for two mouthfuls of water...The last 10 km were a struggle...finally there was "2 km to go" and the finish sign in view. I completed the Big M...vowing never to compete in another, but with a great sense of achievement.

My strongest impressions of the Big M are the personal commitment and discipline needed...the efficient organization...the magnificent spectators and the elation on completion.'

MAJ D. A. Cran — 3 hr 16 min — Placing 1099

'A 5½ month program...distance starting at 24 miles a week to 84 miles three weeks before the run. The last two weeks were wind down...My next program will include more shorter, faster runs to improve leg speed.

'...I ate anything and everything, concentrating on carbohydrate and...a lot of water. During long runs I took Glucodin tablets...I am not sure if it did any physical good but the psychological effect was worth it. ...The day before...I ate, ate, ate — and had a few beers. On the morning of the run, I had a large glass of Sustagen only — with plenty of water. The feeling...before was worry that I would not finish. For the first 25 km...it was anticipation, as I felt good physically...I stuck to preplanned times. After the 25 km mark the mind accepted that it was all hard work ahead. At the 35 km mark...it was a distinct mental effort to keep going — the desire to just stop and give it up was very strong.'



'WO2 I. R. P. Sargeant — 3 hr 22 min — Placing 1378'

- ADVICE:**
1. Build up gradually
 2. Get a complete medical check-up, including an ECG before moving into strenuous training
 3. Find someone/a group to run with.
 4. Spend the money on good running shoes.

PREVIOUS MARATHON: CANBERRA NIKE/AVON 1984

SOME INTERESTING STATISTICS

WINNER: J. Ikangaa — 2 hr 15 min 31 sec — (Tanzania)
 FIRST FEMALE: M A Reddan — 2 hr 43 min 40 sec — (QLD)
 FIRST AUST MALE: S J Austin — 2 hr 16 min 01 sec — (VIC)

Entrants: 6 346
 Female entrants: 363
 First marathoners: 2 318
 Female finishers: 249
 Total finishers: 4 691

EPILOGUE

I ran the 1985 Nike Marathon on 14 April. The run was held for the tenth year in Canberra and it involved a double out and back track following along the south side of Lake Burley Griffin. It was a perfect day. The air temperature was 17 degrees, there was no wind and a light cloud cover.

I was planning to complete the run in less than three hours, however this was not to be. I ran it in three hours and 16 minutes. However, I was pleased with the speed I maintained and the overall feeling of wellbeing throughout the run.

**For All Your Typesetting,
 Display Advertising
 & Creative Artwork
 Requirements**

Contact

**DISPLAY
 TYPESETTING**

35 Willis Street,
 Hampton 3188
 (03) 598 9555

**K.R. & C. Edwards
 Pty. Ltd.**

Commercial Waste Specialists. Contractors to the
 Dept. of Defence Support. Garbage Removal Ser-
 vice to the Army

Phone (02) 451 7334 or 451 7655
 Cnr. Wakehurst Parkway & Oxford Rd,
 Oxford Falls, NSW 2100

**COUNTRY
 COMFORT
 MOTEL**



Cnr Hunter & George Sts,
 Singleton, N.S.W. 2330

Where all Army Personnel are Made Welcome

49 Units including all facilities
 Mini-bars in rooms & direct phone dialling
 Licensed restaurant
 Swimming pool, laundry, and centrally located to all
 shopping and entertainment

PHONE (065) 72 2388

**FRIENDLY
 TRANSPORT**

340-356 South Road,
 Richmond. S.A. 5033

Phone: (08) 352 3311
Australia Wide Hauliers

Specialists in car carrying
 Speedy and efficient service
 Reasonable Rates

EX 'TRIDENT LOVE'

THE LIGHTER SIDE FROM A CHOCKO SQUADRON

BY MAJOR M. BERKOVICH

1. 33 Tml Sqn (ARES), part of 10 Tml Regt deployed to Newcastle and Jervis Bay to participate in Comd FF MOV-T Exercise 'Trident Love'. During the course of the exercise, the Squadron with the Regiment practised deployment and terminal operations with RAN and Army watercraft in support. The exercise was conducted over the period 7 Sep - 6 Oct 84 and was preceded by a preliminary operation to prepare the area at Jervis Bay and pre-position stocks.

2. The exercise was conducted in three phases. Phase one 7 - 12 Sep 84 consisted of deploying regiment sub units by road, sea and air to Newcastle and Jervis Bay, there they established administrative and working areas and commenced operations. Phase Two 13 - 30 Sep 84 consisted of LOTS operations in Jervis Bay, Port operations in Newcastle and Sydney and Road Terminal operations in the exercise area. During the exercise 24 hour operations were conducted from 12-17 Sep 84 and 19 - 24 Sep 84 utilising LSH, LCH and Army watercraft supported by road transport.

3. Belonging to an ARA regiment has many advantages and some disadvantages, the former far outweighing the latter, in 10 Tml Regt a realistic and mildly competitive environment exists to maximise our training opportunities and provide us with the realism, Exercise 'Trident Love' gave us just such opportunity.

4. As is always the case, 10 Tml Regt because of its complex nature is not an easy animal to train, ride or control and in exercise situations many a CO has collected a few grey hairs in his time. Ever mindful of this responsibility to train and develop his troops LTCOL Bob Boyle with fingers eagerly rubbing his chin tasked 33 Tml Sqn to load the LSH, HMAS Tobruk, at Newcastle and so began our annual camp 15 - 30 Sep 84.

5. Having 'accepted' the loading task, 73 Tml Tp was deployed at Newcastle. With two sections they received and pre-positioned cargo at the wharf prior to the LSH arrival. The operation went extremely well and the troops performed to a very high standard, despite some problems with arrival of cargo and the port authority. Extra manpower was required to re-locate pre positioned cargo to the wharf finally chosen for the loading. As part of its task, the troop concurrently unloaded and documented all cargo as it arrived by road transport. For the statisticians final load time was 26 hours, however, had the clearance transport been available to preposition all cargo prior to arrival the two sections could complete the job in a 12 hour shift.

6. Meanwhile, myself and a heavy recce come advance party of three departed for Jervis Bay on the Saturday morning 15 Sep 84. Our aim was to recon our new deployment site and to receive and preposition our stores. Having completed the

Major Mark Berkovich was commissioned in 1973 and posted to 12 Tpt Coy RAASC (CMF). he has since held appointments in road transport, air dispatch and movement control units. Major Berkovich is currently OC of 33 Tml Sqn, RACT and in civil life manages a security firm.

recon all of us hooked into area development. The main body consisting of HQ elements and 74 Tml Spt Tp arrived on the Sunday afternoon. After final preparation of stores and equipment, area development commenced immediately and was conducted in an environment of air threats which became a reality on a number of occasions.

7. Deployment of 75 Water Tpt Tp was slowed by inclement weather and the Navy's policy not to venture out into oceans except on 'nice' days, so we did not see our sub unit until Monday with some unit stores on board the LCM8. The new troop commander LT Mike Miller an ex infantry reborn again RACT officer managed somehow to survive and was presented with blue camouflage for his battle bowler as a mark as of his crews' acceptance of him. The crews put him through a re-training programme by hiding his DP1 gear all over the craft claiming it would help him to identify aspects of his new environment. A week later he adopted the new 'boaty lingo' and is now convinced of the futility in digging weapon pits on a steel deck. This sub unit was involved with discharge operations of the LSH and also gained valuable sea experience from the exercise as a whole.

8. Our deployment phase proved to be very worthwhile and the unit played its part in the tactical phases and although two weeks is never enough time for us to deploy, operate and then redeploy, all the troops gained a great deal from the experience.

9. 33 Tml Sqn was again given the task to discharge HMAS Tobruk on arrival at Jervis Bay, again 72 Tml Tp did very well in the difficult weather conditions, however the momentum of the entire exercise was halted as we all became instant potential Hollywood stars auditioning and playacting for a superimposed exercise Ex 'Muster'.

10. As with all exercises of the scale of 'Trident Love' there comes a time for PR and the need to give other service members the chance to see us in the operational setting carrying on with our duties. Unfortunately there is no other way to conduct such an activity without stage managing so as to allow visitors to see us actually operating our equipment and techniques.

11. Ex 'Muster' was designed for just such an event. The concept was for all units to act as normal and receive visitors in groups of about 50 to 100 and have an officer give a guided tour of a sub unit area. During the tour the conducting officer would give a simple presentation of his unit's role, organisation and explain the contribution of his unit in the exercise. Unfortunately 33 Tml Sqn visitors itinerary failed in that the female showers could not be stage managed due to a lack of volunteers.

12. One of the highlights of a personal nature occurred to CAPT J. Peel and WO2 T. Croser who were presented with their Defence Force Service Medals by the FF Comd MOV-T COL E. Love and as a gesture of good faith and appreciation I

presented our big boss with a unique shaped, hand made, soap on a rope, an act which has now probably finished my career in the ARES.

13. To conclude I am pleased to say that this unit is not the cause of the CO's grey hair development programme, as he was kind enough to say on addressing my unit, he praised the troops standard and application to their roles and announced

that we had performed beyond his expectation.

14. The unit re-deployed to Sydney on a high note and looks forward to more opportunities to maintain its credibility in our regiment. I could not end this article without mentioning an extremely sad event, the death of our ASM WO2 Phil Sainsbury, the man was respected and highly regarded by those who knew him and my units sympathy goes out to his family.

GRAHAM COURT HOLIDAY VILLAS

15 PIRIE ST., NEWTOWN. TASMANIA 7008.

*We cater for all service personnel
Our modern villas are completely self
contained (4 plate stove, fridge,
crockery etc.), centrally situated
(walking distance to headquarters),
minutes to all sporting facilities.*

PHONE (002) 28 0283

 **HYSTER
AUSTRALIA
PTY. LTD.**

**IMPORTER &
MANUFACTURER OF:
Fork Lift Trucks,
Compactors**

**&
Logging Winches
TELEPHONE:**

(02) 77 0511

Teleg/Cable: HYSTER Sydney, Tlx: 20634 AA

**BULLECOURT AVE.,
MILPERRA, NSW 2214**

McINTOSH FREIGHT LINES ALBURY PTY LTD

Cartage Contractors

551 Nurigong St, Albury, N.S.W. 2640

*Daily service to Sydney and Melbourne
Regular service to Adelaide, Brisbane and Perth
Pick-up and delivery to any part of Australia can be arranged*

Phone Bus. Hrs. (060) 21 7177, A/Hrs (060) 25 3909

Two larger rough terrain cranes join Omega 100 series product line

Harnischfeger has just added two new cab-up models with longer reach to its line of Omega 100 Series rough terrain cranes. The new Omega 128 model has a capacity of 28 U.S. tons (25 metric tons) and the Omega 125 is rated at 25 U.S. tons (22.7 metric tons).

The Omega 100 Series product line was introduced in 1984 with five cab-up and five cab-down models from 14-1/2 tons capacity (13.2 to 20 metric tons).

The higher-capacity new cab-up models provide excellent reach with quick set-up features.

A 91 ft (27.74m) four-section boom is standard on the Omega 128, and a 72 ft (21.9m) three-section boom is optional. On the Omega 125, the three-section boom is standard, and the four-section boom is optional.

The four-section 91 ft main boom consists of a base section; two telescoping sections extended by hydraulic cylinders; and a fourth section that is power extended, then pinned in place.

An optional 25 1/2 to 42 1/2 ft (7.8 to 12.95m) swing-around lattice extension, which includes a pinned pull-out section, further extends the boom length to a maximum of 133 1/2 feet (40.7m).

This combination of longest boom and extension, plus the height of the carrier, provides a 137 ft (41.8m) maximum tip height.

The lattice extension is stowed for travel on the side of the main boom and swings quickly into place from ground level in a one-man operation. The extension is offset two degrees from the boom. An optional pivoting link offset mechanism is available to increase the amount of offset to 22 degrees for extra reach.

The lattice extension is also available in a 25 ft (7.6m) version without the pull-out section feature.

A three-section 72 ft main boom features a cable-extend system that provides automatic equal extension of the two outer sections through a single hydraulic cylinder and extend/retract cables. The 72 ft boom may be ordered with a lattice swing-around extension of 14 1/2 (4.4m) underslung A-frame jib that stores beneath the main boom base section. The jib may be offset 0 degrees, 10 degrees or 20 degrees.

The strong P&H four-plate rectangular boom is double-welded, both inside and out, for maximum rigidity and torsional load resistance.

UNIQUE SMOOTH RIDE

An important development on the new cranes and other Omega 100 Series models is the Easy Ride (TM) travel stabilizer, which is a shock-absorbing device that cancels vehicular bouncing motion during travel between jobs.

Rough terrain crane users who move their machines long distances, either on the job site or on the road, will find the Easy Ride stabilizer a valuable innovation. Built into the boom hoist cylinder, this spring-and-nitrogen accumulator device absorbs the vertical oscillation motion of the boom that results when the crane with its overhung boom is driven over uneven surfaces. The feature allows the operator to achieve maximum travel speeds without uncomfortable "porpoise" motion.

When the boom is raised for lifting, the Easy Ride stabilizer is automatically disengaged and normal rigid support of the hoist cylinder is restored. The Easy Ride device makes the Omega 100 Series the smoothest riding cranes in the industry.



NEW WINCHES

The new two-speed P&H-designed-and-built 1080 main winch is standard. Maximum line speed is 409 fpm (125m/m). All shafts are mounted on anti-friction bearings for reduced starting torques and reliability. Winch control is by a single lever with a speed selector switch attached to the lever. A two-speed auxiliary winch is optional.

POWER TRAIN DETAILS

The power train on both cranes is a unitized package in which the engine, pump drive and six-speed powershift or range shift transmission are all bolted together. This design eliminates an intermediate shaft and hoses while improving the accessibility of components.

Turbocharged or naturally aspirated four-cycle diesel engines give the owner a choice of power plants. These engines deliver essentially the same hydraulic and roading performance. Maximum travel speed is 25 mph (40.2 kph).

Planetary 4x4x4 drive-and-steer axles are standard, and 4x2x4 axles optional. A "no-spin" differential is optional for the rear axle. Standard tyres are 20.5x25-20 PR tubeless, wide base.

HYDRAULIC SYSTEM

The four-pump hydraulic system is designed so that only non-competitive crane functions are served by the same pump, permitting efficient simultaneous booming, winching and swinging. A total pump flow of 142 gpm (538 l pm) provides ample power and speed for all functions. Hydraulic oil cooler is standard.

Smooth flow control is achieved through pressure-compensated valves for precise control of swing and steering; low-effort valves are used on other functions. Function control levers are connected to the valves by aircraft-type cables in a totally enclosed system.

ELECTRICAL SYSTEM

The electrical system is designed to reduce service needs through increased reliability. The integrity of wiring connections is maintained through the use of highest-quality industrial-grade connectors at all multiple-pin connections. These heavy-duty all-metal connectors are bulkhead or bracket mounted.

Single-wire connections feature positive locking pins which make it nearly impossible to pull connections apart by wire tension or vibration. All circuits, multiple or single, are routed away from water and oil contamination.

OUTRIGGER HIGHLIGHTS

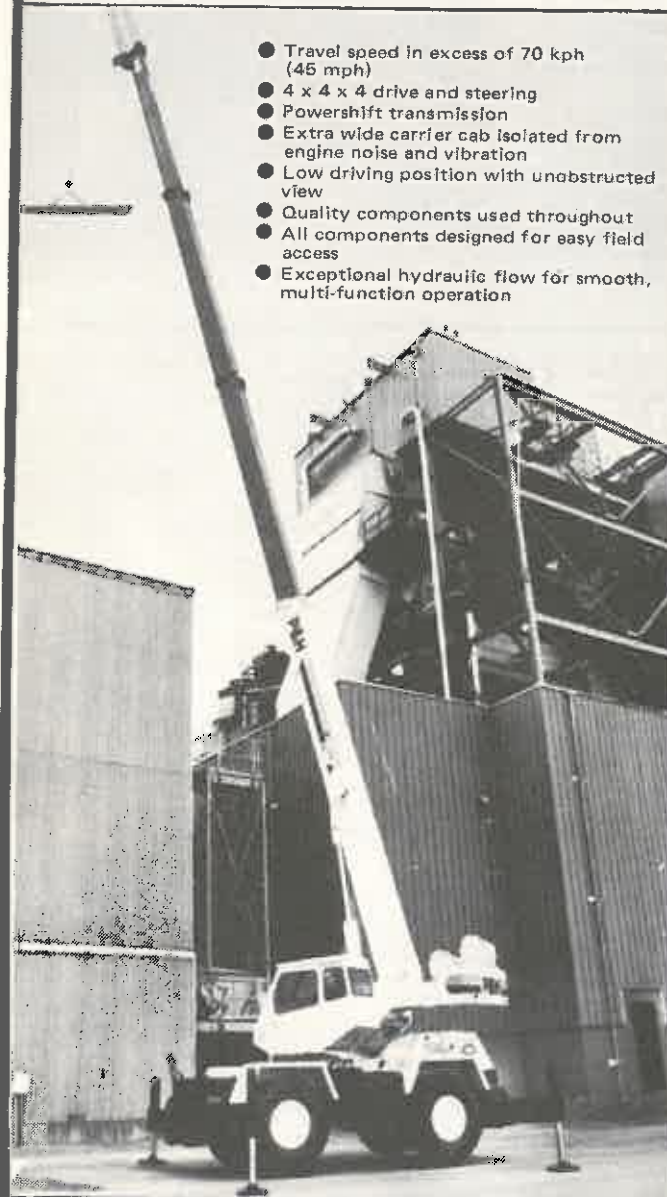
The outriggers provide 18 ft (5.49m) outrigger spread, unexcelled in the industry. This, in turn, allows full 360 degree ratings, which allow the operator to maximize picks in any quadrant. The outriggers have a new hose loop configuration that prevents hose chafing.

Improved cab-up visibility, a roomy Omega cab that is isolation-mounted to dampen vibration, and well-designed instrumentation contribute to easy operation. A broad range of operational convenience options are available to further extend productivity and operator comfort.

ADVERTISEMENT

P&H OMEGAS-20

18 M.T. (20 TONS) HIGH SPEED
ALL TERRAIN CRANE
31.5 M. (103 FT. MAX. BOOM AND JIB.)



- Travel speed in excess of 70 kph (45 mph)
- 4 x 4 x 4 drive and steering
- Powershift transmission
- Extra wide carrier cab isolated from engine noise and vibration
- Low driving position with unobstructed view
- Quality components used throughout
- All components designed for easy field access
- Exceptional hydraulic flow for smooth, multi-function operation

Distributed by Cranex Sales and Service
a Division of Blackwood Hodge (Aust.) Pty. Ltd.
Sydney 6320231, Melbourne 7916666, Brisbane 2682146,
Perth 4512177, Adelaide 2601066, Devonport 244466,
Darwin 843166, Cairns 514332, Muswellbrook 431077,
Rockhampton 361988.

TNT CAR CARRYING



EXPRESS INTERSTATE SYSTEM

Reserve a slot for one car
or book a complete rig!

PHONE:		PERTH	451 4700
BRISBANE	277 3466	DARWIN	84 4855
SYDNEY	642 5211	CAIRNS	51 4385
MELBOURNE	305 4045	TOWNSVILLE	79 4899
ADELAIDE	268 1288	ALICE SPRINGS	52 1660



HAGAN'S PTY. LTD.

AUTO ELECTRICAL SERVICE

ALBURY/WODONGA/LAVINGTON

24 HOUR SERVICE

SPECIALIST REPAIRS OF
STARTERS, ALTERNATORS,
DISTRIBUTORS, WIRING AND
BATTERY TESTING.

- 531 Young St., Albury. Phone 21 3278, 21 6251.
- Cnr. Melbourne Rd. and Mulqueeny St., Wodonga. Ph. 24 3915.
- Cnr. Kaylock and Wagga Rds., Lavington. Phone 25 3729.

LEST WE FORGET ...the animals

An admirer places a bunch of flowers on the memorial horse-trough at the junction of St Kilda Road and Domain Road, Melbourne — just a short walk from HQ Logistic Command.

This memorial was erected after the First World War. The numbers of animals used in that war are staggering.

In the Egypt-Palestine-Syria theatre alone, by late 1918 the approximate number of animals on the ration strength of the Egyptian Expeditionary Force was 62,000 horses, 44,000 mules, 36,000 camels and 12,500 donkeys.

Of course, not all these beasts were transport animals.

There were the warhorses of the Australian Light Horse, the ANZAC Mounted Division as well as British cavalry and horse artillery — not to mention the 'war camels' of the Imperial Camel Corps.

The casualty rate among the animals, especially the horses, was heartbreaking. In one two-month period, from 31 October to 31 December 1917, about 10,000 horses, camels, mules and donkeys became casualties — of which 50% were either dead or never resumed active duty.



OUT OF THE WEEDS

by Nala Enrobso

Have you ever wondered what they do in the Rock?

I had not and now do.
When smoke clears to shock,
Caught — they want you.

I heard it coming,
Echo on the rail
The lights changed,
I hoped like hell they would fail.

They said you'll enjoy the 'meeting place'
Where fat cats thrive and house prices are fairer.
I've done time at Duntroon, I put my case
They listened politely, welcome to Canberra.

I required a course, not another please!
A TDO — four weeks...Chowder Bay, I was won.
Sleepless nights, I knew it was to come,
Week five to never, in Building 4. Bay 1.

Day one, a brief, finger-prints and shoe-size,
Oh how thorough they were.
A sausage felt I — FLASH
A pass was my prize.

Office — new boy, introductions all round.
The windows don't open, the bush scenery still!
Are we on Floor 1
Or under some hill?

Open office plan they call it,
Share and share alike.
I am two feet from my boss,
We now talk alike.

Are there any other Captains in this the grey sponge?

I began to wonder,
I rolled a note in a bottle and
Placed it in my OUT tray — it is still there.

Go running, clear the system — it has worked before,
For lunchtime I waited
The clock slowed on the wall,
My every breath baited.

I was alone for awhile,
I got an idea.
Develop my running,
My brilliance was shear.

Spice the imagination, get the co-workers thinking,
Health and happiness, a few months on
They could not even spell
M-A-R-A-T-H-O-N.

So it's September already,
I am almost used to this life,
Much interest and challenge
And Field Force lit strife.

I'll be here for some time,
Three marathons I reckon.
Big M. Nike or Anzac
Before my greens beckon.

Sometimes I yearn to be back in the Weeds,
But with knowledge on the mountain I mix,
There is always hope for an out of town posting —
Roll on 1986.

← TONNES WIDER →



The new Isuzu 'N' Series delivers tonnes more leg room and tonnes more shoulder room.

Why? Because Isuzu believe driver comfort is just as important as mechanical reliability.

ISUZU 'N' SERIES. RELIABILITY IS EVERYTHING 

TOTAL

**TRANSPORT
SERVICE**

A TRANSPORT SERVICE OF MAYNE NICKLESS LTD. (INC. IN VIC.)

★ RAIL ★ ROAD ★

DAILY SERVICE TO

- NORTHERN • CENTRAL
- SOUTHERN QLD.
- NORTHERN RIVERS OF N.S.W.
- SYDNEY TO BRISBANE

SYDNEY: 34 Kent Road, Mascot

667 4747

BRISBANE: Gay Street, Acacia Ridge

345 5055

ARNOLDS

**VEHICLE TRANSPORTATION
SPECIALISTS**

LOCAL AND INTERSTATE THROUGHOUT
AUSTRALIA

MELBOURNE (03) 544 5044

SYDNEY (02) 609 6999

BRISBANE (07) 277 9822

ADELAIDE (08) 268 6177

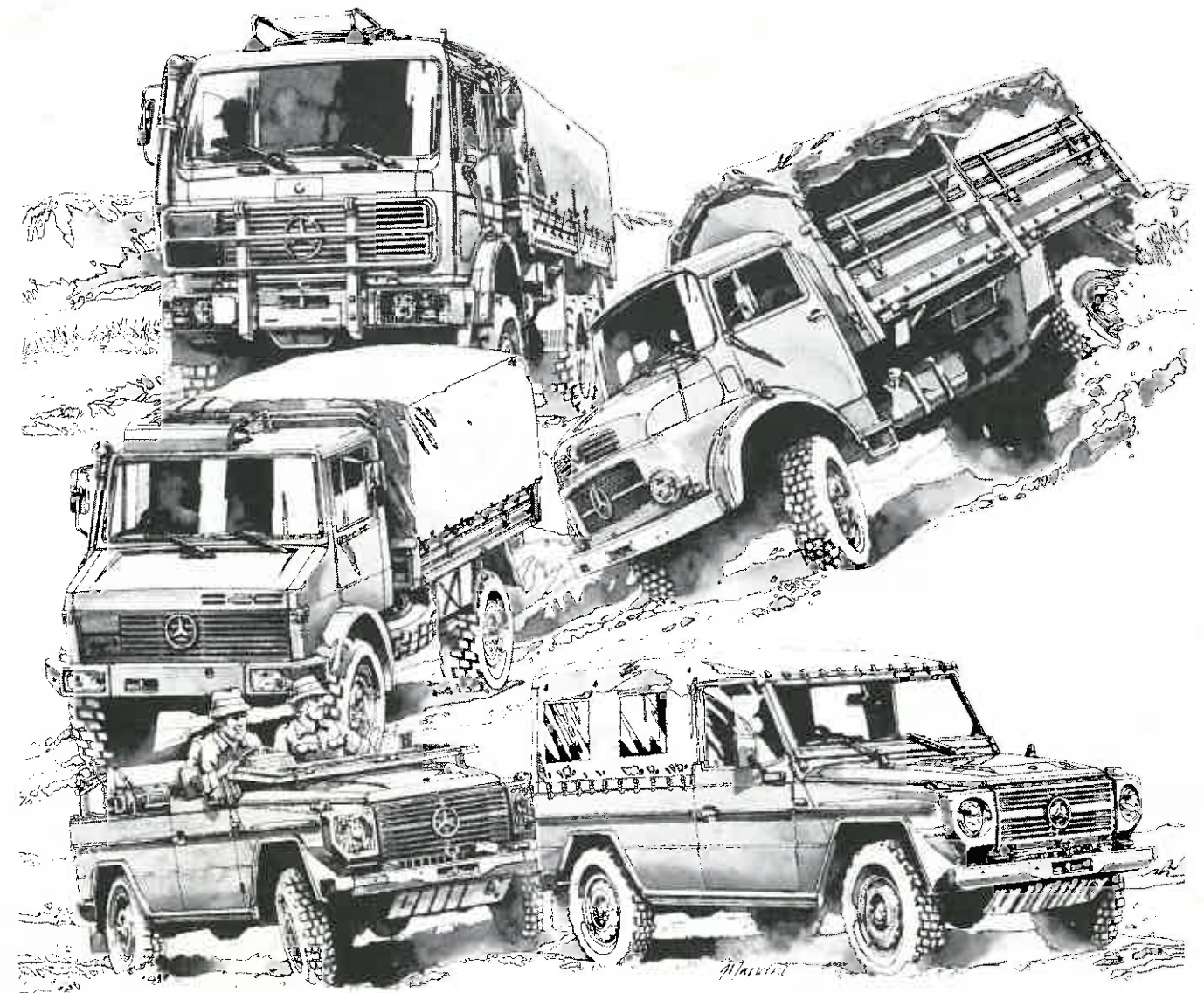
**HEALEY G.T. BODY
REPAIRS**

- PANEL BEATING
- SPRAY PAINTING
- WINDSCREENS
- PROTECTOR STRIPS

(057) 92 2322

Factory 5, 45 Wallis St, Seymour, Vic. 3660

A.H. (057) 92 2957



The case for Mercedes-Benz military vehicles is backed by no less than 64 convincing arguments.

64 armies around the world, including NATO, have chosen Mercedes-Benz military vehicles to ensure fast, reliable tactical mobility regardless of conditions they must operate in.

In extremes of terrain, weather or ground conditions, Mercedes-Benz all-wheel drive military vehicles are proving to be unbeatable in accomplishing "get in and get out" missions with men and materials.

In addition to achieving these essential objectives, these high performance military vehicles, designed and developed from series production commercial models, provide significant benefits.

In-country logistic support from an established Mercedes-Benz parts and service network.

Commonality of major components, that in times of emergency could be sourced from commercial fleets.

Uncomplicated driver and mechanic training.

Economic through-life costs in owning, operating and maintaining regular production vehicles.

Overall, Mercedes-Benz offers assured user acceptance through high performance diesel engines, easy to handle synchromesh gear boxes, the safety of stabilizer controlled

suspensions, high clearance all-wheel drive axles, low centre of gravity with high side-angle stability.

Mercedes-Benz is today's answer to defence needs for all-terrain military transport. Proved by 64 armies around the world – and now selected for the Australian and New Zealand armies after gruelling field evaluations.

 **Mercedes-Benz.**
Makes sense

Mercedes-Benz Australia, Mulgrave, Victoria.

HOLT 1014MB