

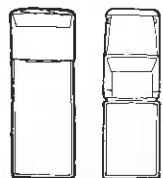
PAIR OVER

Number 17



The Journal Of The Royal Australian Corps Of Transport

Mitsubishi would like to draw some very unfair comparisons.



Of course, it's unfair to compare our sensational 4WD Canter 2.25* tonne truck with your trusty 1-tonne runabout or even your 2-tonne conventional truck. But seriously, have you ever considered the real advantages of using a 4WD Canter for both the light and heavy work on your farm?

For a start, with 4WD Canter you can carry the full rated payload off-road into the most rugged country. You have greater versatility of load too, with Canter's larger tray area.



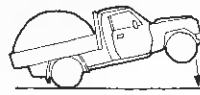
And, of course, you have all the advantages of Mitsubishi heavy-duty four wheel drive, so your 4WD Canter can carry that payload wherever your trusty runabout can go.

Four wheel drive is engaged through a 2-speed transfer box, operated by a single lever. The front wheel hubs can be locked manually for 4x4 driving, or disengaged to freewheel in 2WD, reducing wear and tear.

A limited slip differential is fitted to the rear axle as standard equipment, providing optimum traction to both wheels, essential for work in slippery and sandy conditions.



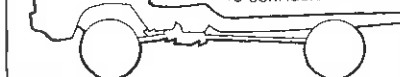
Loading and unloading Canter with its better weight distribution, is a lot easier than with your average 4x4 runabout.



This is just one of the advantages of Canter's ingenious 'Z' type chassis configuration.

Low at the rear, it allows a convenient waist-level loading height onto a flat tray.

High at the front, it permits Canter to have an elevated engine, transmission and



front axle, providing the high ground clearance you need for rugged off-road conditions.

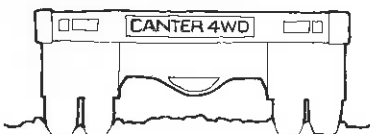
It also allows for a higher cab-over, giving the special advantage of greater visibility. Plus



the 'Not so Squeezy' cab comfort Canter is famous for. Plenty of room for three on cloth-trimmed seats. Power-steering. And such luxuries as adjustable driver's seat and tilt adjustable steering column.

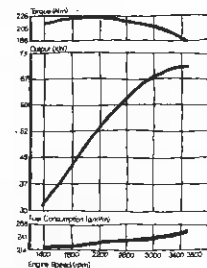
You also have super manoeuvrability. Believe it or not, a turning circle of only 12.8 metres.

Then 4WD Canter has a wide



front and rear track that makes it at home in all conditions from outback desert track to slippery forest roads.

Canter 4WD also gives you the power and economy of Mitsubishi's rugged and proven 3.3 litre naturally aspirated direct injection diesel engine, developing an impressive 68kW at 3,500 rpm. Plus the added advantage of 'no turbo', no fuss mechanicals.



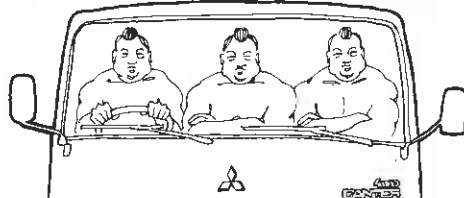
Proof of Canter's ability is that it has participated successfully in two Wynns Rallies. In the 1988 event, racing against lightweight rally vehicles, it finished well up the field.



When 4WD Canter goes out on the road, it drives like a car, giving you top economy and efficiency. With features like a smooth 5-speed transmission and dual circuit vacuum-assisted brakes, plus an exhaust brake.

So you can see there are many good reasons why 4WD Canter is a far more efficient and versatile way to get the light and heavy work done on your farm.

Naturally when you make an investment of this kind you expect backing down the line. So Mitsubishi protects you with a uniform 12 month 20,000km vehicle warranty. Supported by a nationwide network of Mitsubishi Truck Dealers. So have a word with your Mitsubishi Dealer right away and put that trusty old girl out to graze.



To help you draw your own comparison, write to: Mitsubishi Canter 4WD, PO Box 421, Glenside 5065. We'll send you more information and a full colour brochure.



2.25 TONNE MITSUBISHI 4WD CANTER.



PAR ONERI

The Journal of The Royal Australian Corps of Transport

Number 17

Editor: MAJ J.M. 'Spike' James

Production: Eric Reynolds

Typesetting: Dawn Graphics
Fax: (02) 387 3079

Printed by: Bridge Printery,
Rosebery, N.S.W.

CONTENTS

Forword	Page 3
Corps Director	Page 5
Perth Logistic Battalion (The Takeover)	Page 7
Eulogy—Frederick Stanley Roach 1922-1989	Page 7
Eulogy—Vernon Ronald (Bob) Andrae	Page 9
Thank You to the Corps	Page 9
The Military Career of Colonel C.B. McCauley AM, MBE, ED	Page 11
Soldier Profile—LCPL P.E. Russell	Page 11
Late News	Page 11
The Continuing Story of 87	Pages 13-15
Double Award for ARes Warrent Officer	Page 15
Australia Day Medal Presentation	Page 15
UNTSO memorial to Captain Peter McCarthy	Page 15
229129 PTE A.A. Dodd	Page 15
Truckies Top Shots	Page 17
Volvo Wins Army Truck Order Again	Page 17
Gallipoli 75th Anniversary	Pages 19-21
The Ninth is Second Again	Page 21
10 Terminal Regiment's Role in the 75th Anniversary at Gallipoli	Page 23
Awards for Exemplary Service	Page 23
Chief of the General Staff Commendations	Page 25
The Gallipoli Pilgrimage	Page 25
The Wearing of Seatbelts in Heavy Vehicles	Page 27
Aconcagua—Watchman of Rock	Pages 29-31
The Regular Defence Force Welfare Association Fight On For You	Page 31
Presidential Thoughts	Page 33
Career Advisors and You	Page 35
Army Detachment Anare 1948-1990	Pages 37-39
R.A.C.T. Commander Land Command Transport Group, Commanding Officers & Regimental Sergeant Majors 1990	Page 41
Chowder Bay's Heritage	Page 43
Transport Education in Victoria	Page 45
Convoy Protection Vehicles	Pages 47-49
"Tachographs-The Way To Go?"	Pages 51-55
List of Advertisers	Page 57
Franchising Section	Pages 59-60
Employment Section	Pages 61-64

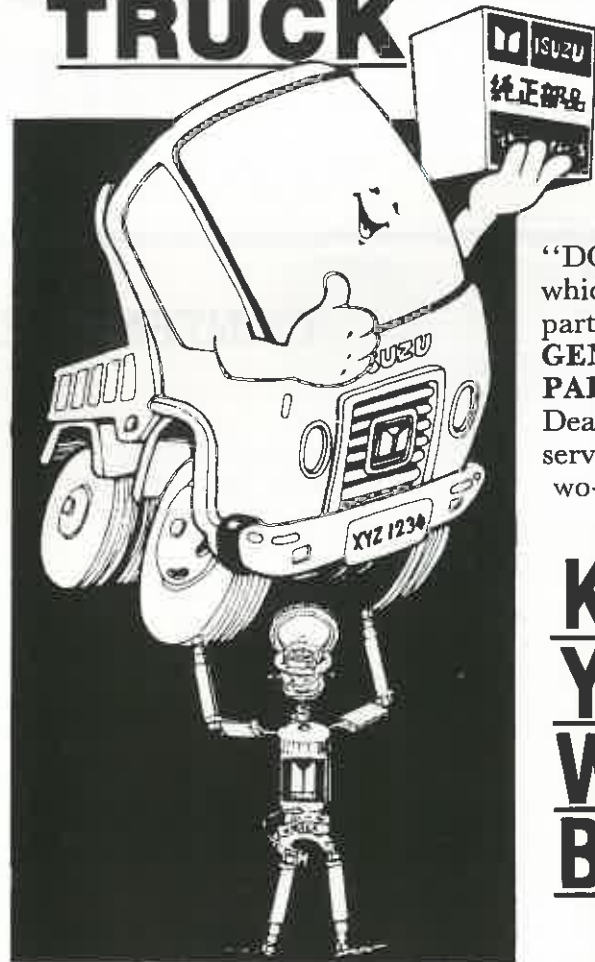
This Magazine is Published by

PENNYLANE PUBLISHING

29 Albion Street,
Waverley N.S.W. 2024
P.O. Box 21, Waverley N.S.W.
Phone: (02) 387-3244
Fax: (02) 387-3079

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. Pennylane Publishing and The Royal Australian Corps of Transport reserve the right to refuse any advertisement without stating the reason.

GENUINE ISUZU REPLACEMENT TRUCK PARTS



"DOWN TIME", those dreaded words which cost money. Your Isuzu Truck is like part of the family, so keep it well with only **GENUINE ISUZU REPLACEMENT PARTS** from your authorized Franchise Dealer. The team offers - quick responsive service, empathy for customer problems, wo-way communication all aimed at.

KEEPING YOUR TRUCK WHERE IT BELONGS:

on the road

DISTRIBUTED THROUGH YOUR LOCAL ISUZU DEALER

Queensland Distributor:

Zupps Parts Pty. Ltd., 1032 Beaudesert Road, Coopers Plains, Qld. 4108.

Telephone (07) 875 1222 Telex AA 42301 Facsimile (07) 875 1773



FOREWORD

by Colonel W.L. Fowles
Director of Movements and Transport-Army

Our Corps has seven major technical functions for which we are individually and collectively responsible. These functions are, in no particular order:

- Movements
- Air Transport
- Road Transport
- Rail Transport
- Water Transport
- Terminal Operations
- Postal Services

Perhaps I should add pipeline transport as well, even though it is not a major function at present.

All these functions have one thing in common - people. RACT people, you and I, provide the technical services upon which the Army depends.

Other people in the wider Army and ADF are our customers. As well as providing a service to them, we are also dependent on them for services which we need; repair, supply, communications and (in some circumstances) protection and firepower come quickly to mind.

Yet another group of people is important. This group is the Australian community, which we exist to serve and upon which we are dependent for dollars and other necessities such as hired aircraft, rolling stock and ships.

In short, people are the one common essential element in all that we do.

This means that people-related issues should (and do) receive the highest priority.

You are aware of the attention that conditions-of-service matters are receiving at present, and I will not repeat the details here. There is one "people issue" that I do want to emphasise, however, and that is leadership.

Leadership is often rolled into terms such as "human resources management" or "personnel management" rather than being seen as something different and special. I believe that leadership, which can be defined as "getting people to do what you want them to do," is absolutely essential to our success as a Corps. Our deep and continuing involvement with people inside and outside the Army requires that this be so.

Field Marshal Slim probably put it best when he said, "managers are necessary; leaders are essential."

That we are generally good at leadership can be illustrated by the results of the recent SCMA promotion series and MS-A officer promotion activities. Corps members have done well in both areas because we emphasise good leadership - it is leadership skill, ahead of all other elements, which is fundamental to your promotion in today's Army.

Additionally, I have been pleased to receive unsolicited requests from non-RACT COs asking for RACT RSMs (and others) to be posted to them. Their reasons are clear - they believe that our leadership standards are better than those in some other Corps and, naturally enough, they want to have the best leaders working for them.

You can draw your own conclusions from all this, but I trust that my position is quite clear. If you have leadership potential or if you are a proven leader then you will usually receive preferment for promotion in the RACT. Your leadership skills are essential to our success in the short, medium and long terms, and I will continue to act accordingly. We are, after all, in the people business first and foremost.

I should mention here that leadership is an acquired art and that leaders are made, not born. In turn, this means that leadership skills can and should be taught "on the job" and not just at Training Command Schools.

If you are in any command position at all, from Lance Corporal up, then you have a responsibility to teach your leadership skills to others. You and all others in the Corps, from Private up, also have a responsibility to learn more about leadership. For your own advancement and for the good of

the RACT (and the wider Army) you should take every opportunity to learn and practice good leadership - the benefits are immense.

I commend to you the guidance which you receive from your CO, your RSM, your squadron commander and your SSM (as well as other experienced NCOs, WOs and officers in your unit or workplace) so that you can develop your leadership skills without having to reinvent the wheel. You should also read up on leadership in books and magazines; RSM Burke's article in the last "Par Oneri" (No. 16) is a fine example. Practice your skills and learn from your mistakes. Build on your new skills and don't make the same mistake twice.

We are in the people business and we must always act accordingly. I therefore ask (and expect) that you will do your part in enhancing our Corps' reputation for being a source of good leaders. The best way to achieve this is to be a good leader yourself.



Pictured in the Canberra GPO, Corporal Ron Ashlin, (1 Div Postal Unit) passes a franked first day cover to Colonel Win Fowles during a promotion for the introduction of Australia Post's Anzac Tradition stamp series.

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.

ERIC W. REYNOLDS, PUBLISHER

TERRITORY MOTOR TRIMMERS AND UPHOLSTERERS

Complete Car Interior Specialists...

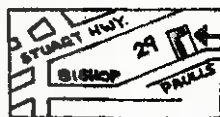
We Repair and Replace—

- Vinyl Roofs ★ Tonneau Covers ★ Motor Bike Seats
- ★ Hood Linings ★ Door Trims ★ 4 x 4 Canopies
- ★ Trailer Canopies ★ Boat Canopies ★ Aeroplane Covers and Seats ★ Pool Table Covers ★ Machine Covers ★ Fishing Boat Awnings ★ Dashboard Covers
- ★ Complete Cloth Inserts ★ Annexe Repairs

Choose from our large range of Vinyls, Canvas, Foam etc.

P.O. BOX 39695 WINNELLIE

81 8786



29 BISHOP ST., STUART PARK

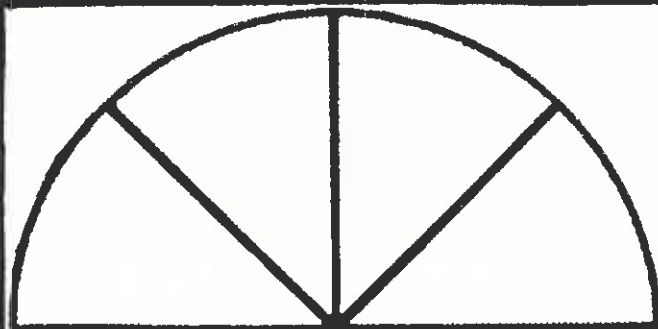


FURNITURE RE-UPHOLSTERERS & FOAM CENTRE

- RE-COVERING LOUNGE SUITES, DINING CHAIRS, ROCKING CHAIRS, CUSHIONS, MATTRESSES, BEAN BAGS, CHAIRS, CANE LOUNGE CHAIRS AND BOAT SEATS.
- NO OBLIGATION FREE QUOTES
- FREE PICKUP & DELIVERY SERVICE (DARWIN AREA)
- ALL WORKMANSHIP GUARANTEED
- LARGE RANGE OF VELVETS, NYLON, COTTON, LINEN, WOOL & VINYL COVERINGS
- FOAM ALL SIZES AND SHAPES

DARWIN 81 3691

29 BISHOP ST., STUART PARK



CANBERRA REX HOTEL

\$75.00

SPECIAL RATE FOR ROYAL AUSTRALIAN ARMY! SINGLE, DOUBLE OR TWIN OCCUPANCY...PER NIGHT

Well known for over a generation, the Canberra Rex in its 30th year of operation, continues to provide the business and leisure traveller with the personalised and efficient service that has made it Canberra's finest hotel to date!

Situated in Northbourne Avenue, The Rex is only 1½ km from the City Centre and close to all major tourist attractions. Our newly refurbished rooms now offer a new standard of comfort and convenience.

- ★ FIRST CLASS HOTEL
- ★★ MINI BARS IN ALL ROOMS
- ★★ IN HOUSE VIDEOS, SKY CHANNEL HOOK UP
- ★★ INDOOR/OUTDOOR SWIMMING POOL, SAUNA, SPA
- ★★ SELECTION OF DINING FACILITIES:
 - ...INTERNATIONAL A LA CARTE RESTAURANT
 - ...POOL DECK BREAKFAST ROOM
 - ...CAFE REX (BISTRO STYLE)
- ★★ TWO BARS
- ★★ AMPLE PARKING AND SECURITY
- ★★ GIFT SHOP IN LOBBY
- ★★ CONFERENCE FACILITIES
- ★★ 24 HOUR RECEPTION
- ★★ EFFICIENT AND FRIENDLY STAFF

ENJOY THE MANY WONDERFUL ATTRACTIONS THAT CANBERRA HAS TO OFFER!!

- ★★ SCIENCE & TECHNOLOGY CENTRE
- ★★ AUSTRALIAN WAR MEMORIAL
- ★★ AUSTRALIAN NATIONAL GALLERY
- ★★ BIKE RIDING AROUND LAKE BURLEY GRIFFIN

WE LOOK FORWARD TO WELCOMING YOU SOON!



CORPS DIRECTOR

Colonel Win Fowles took over as Corps Director from Colonel John Snare in January this year. "Par Oneri" interviewed Colonel Fowles for this issue.



Colonel W.L. Fowles

Par Oneri "Colonel Fowles, could we begin with an overview of your background and experience?"

Director "I have had a dream career. After leaving RMC in 1966 and completing a 5 month ROBC at the RAASC Centre at Puckapunyal, I was posted to Adelaide as OC of the then Central Command Training Centre, a marvellous job for a brand new lieutenant. With about 20 staff and up to 80 students at any one time, and with my next higher commander being 10 km away, I had a great time. My second posting as a lieutenant was also in Adelaide and also a command job - with HDA as well.

From Adelaide I went to Brisbane in early 1969 on promotion as OC 24 Transport Platoon, part of 18 Coy at Enoggera. We spent most of our time training for Vietnam service; I went to Vietnam in early 1970 as OC of 2 Transport Platoon in 5 Coy at Vung Tau. My platoon was withdrawn to Brisbane in late 1970 and relocated to Townsville in, I think, January 1971.

From there I spent a couple of years on the staff of the Officer Training Unit at Scheyville - near Sydney - a high pressure, high reward job where we trained national servicemen to be officers in five months. Promotion and England followed for 15 months, then another OC job at Monegeeta in Victoria. In 1977/79 I was 2IC/OPS Officer of 1 Div Tpt Regt - it was a 'regiment' then - followed by staff college and a very short posting on promotion at the Directorate.

CO Army School of Transport followed. This was the best posting that anyone could ask for, but I could be accused of bias I suppose. A CO's job is the one chance to put a lifetime's training and experience into direct practice and I took full advantage of it. It wasn't long enough of course - those jobs never are - but I was let down gently by being sent to the US for a couple of years. I was promoted to Colonel in 1986 and had three postings in Canberra before taking over from Colonel Snare this year."

Par Oneri "Would you do it all over again? Any regrets?"

Director "Yes to the first; no to the second. What more could one want? I have spent most of my life in command or training jobs in close contact with soldiers and that is what the Army is all about."

Par Oneri "What about your family?"

Director "I have a long-suffering wife and three children, two of whom have left school. My elder daughter recently joined the Air Force."

Par Oneri "Why the Air Force?"

Director "Because I am in the Army."


Par Oneri "Do you have a vision for the RACT?"

Director "Definitely. I believe that our future lies in being totally professional in all that we do. If we are not professionals then we don't deserve to survive in a rapidly changing world. Professionalism means more than just technical expertise, although that is an essential part. It means leadership of the highest order, it means training standards that will let our soldiers achieve their wartime missions, it means care of the expensive equipment that we operate and it means an approach to those around us, in other Corps and other Services and other walks of life, which is sensible, practical and cooperative. We can never spend enough time becoming more professional. We must never rest on our laurels - that is the way of the dinosaur - and we must adapt our methods to the different world of the 1990s and beyond. The Corps always has been adaptable and we have a magnificent record in war and peace - professionalism will ensure that our future will be as successful as our past."

Par Oneri "Thank you, Colonel Fowles."

Par Oneri

"Thank you, Colonel Fowles."



ESTABLISHED 1977

SYDNEY & WAGGA WAGGA — Daily

ALBURY — Monday, Wednesday, Friday

NARRANDERA — LEETON — GRIFFITH
— Tuesday, Thursday.

PICK-UP & DELIVER
PARCELS — PALLETS — FULL LOADS

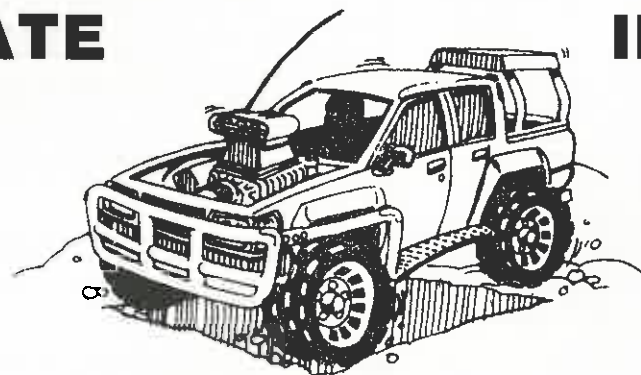
Blue Baron Transport

Fax: (06) 239 1361
UNIT 23, 155 GLADSTONE ST., (06) 239 1353
FYSHWICK, ACT. 2609.

WORKMATE

SPRINGS

V6 MOTOR



INDUSTRIES

HEAVY DUTY TRAILERS

KITS

CHEVY V8's

OUR SPECIALITY

Holden 6 cyl into Hilux. Falcon 250 X Flow into Landcruiser & V8 Conversions to most 4X4's. 5 speed into Hilux 4X4's. 18R into troublesome diesel Hilux's. Automatic to suit most 4X4's. 5 speed gear box adapted to most vehicles

DARWIN 85 6822 11 TRAVERS ST., COCONUT GROVE

AMP

GEOFF SIMPSON

10 YEARS SERVING THE N.T.

FINANCIAL SERVICES—ADVICE & PLANNING

- HOME & CONTENTS
 - SUPERANNUATION
 - MARINE
 - INVESTMENTS
 - BUSINESS
 - INCOME PROTECTION
 - MOTOR VEHICLE
 - LIFE INSURANCE
 - RURAL COVER
- BUSINESS & EXECUTIVE PLANNING

AUTHORISED DEALERS—REPRESENTATIVE FOR AMPIM

GEOFF SIMPSON PTY. LTD.

(089) 46 4211 or (089) 46 4233

AFTER HOURS: (089) 27 5859

FAX: (089) 41 1142

38 CAVENAGH STREET, DARWIN. N.T. 0800.

PERTH LOGISTIC BATTALION (THE TAKEOVER)

by Lieutenant Grant Gleeson

On 1st September 1989, Perth Movements and Transport Unit successfully absorbed 51 Supply Battalion and Perth Workshop Company to form the Perth Logistic Battalion. The complete process took 8 months from the time of original planning.

The Battalion Headquarters is located in Guildford, however the Transport Platoon and MCO remains in Karrakatta some 20 kilometres away. There are still some command and control difficulties but the general feeling is one of 'making it work.' Karrakatta has become the 'shop front' for the Log Bn as it also houses the Clothing Store, Foodstuffs and POL Platoon, Service Station and EOD.

The Battalion was operational by August 1989 but not officially titled as Perth Logistic Battalion until 1st September 1989.

1st September saw the celebration of the amalgamation by a formal parade and a very entertaining afternoon of sport. Unfortunately both had to be held indoors as the threat of rain remained constant throughout the day.

The members of the Battalion turned on an impressive display of drill for the attending dignitaries. The Commander 5 MD, Brigadier R.W. Fisher AM, ADC, reviewed the parade, and each corps was represented by its Honorary Colonel. Colonel I.D. Abercrombie RFD, ED was the representing Colonel for the RACT and Host Officer for the parade. The parade was held inside the Battalion warehouse where unfortunately, the space constraints did not allow a march past. The static drill was however of a very high standard and a compliment to all those in attendance.

The Fifth Military District Band provided the music for the parade. Unfortunately the acoustics of the warehouse weren't favourable, and everything the band played reverberated off the warehouse walls a split second later creating an echo chamber effect. When the troops marched into the warehouse they were greeted with music being played in double-time. This could have proved disastrous for lesser mortals however the Battalion maintained the step and continued the parade without mishap.

After the parade everyone hurried over to the morning tea area and conducted a 'scorched table' policy. At the end of the feeding frenzy all of the carefully prepared and presented food was either gone or in the process of being consumed.

Soon after morning tea the attending dignitaries departed and the sports afternoon got under way.

The sports were played inside an old hanger located in the Vehicle Platoon area of the Battalion. The Sports included relays, volleyball, gumboot throwing, hockey and Bongo pushing.

The first event was the relay event in which competitors had to run up and back a 35 metre track wearing flippers whilst carrying an egg in a spoon. Luckily there were no fatalities but the odd mess of flipper, person, egg and spoon went tumbling down the track. Origins for this event are said to date back to an ancient Ordnance fertility rite however RACT proved themselves equal to the task.

The remaining events were played on a rotational basis. The volleyball was played with members seated using blankets draped over a length of wire as the net. The hockey was punching golf balls into a ration pack tin blindfolded and the gumboot throwing simply a matter of hurling a gumboot along the length of the hanger.

The last event of the afternoon was Bongo pushing. Teams had to push a small Bongo van around an obstacle course both backward and forward, with a blindfolded driver. The navigator, who was of course the leanest man in the team, sat in the passenger seat and directed the driver. It was not very surprising that an RACT team ended up pushing a badly dented Bongo van around the course in the least time.

After the sports afternoon everybody stayed for hails and

farewells of incoming and outgoing members of the Battalion.

Overall it was an excellent day providing the formality of a parade and the competitiveness of a sports afternoon. More importantly it saw the opening of the Perth Logistic Battalion. This streamlining of the logistic corps has created a way for the RACT to more effectively utilise its capabilities and continue to be an irreplaceable aspect of the logistic services in 5 MD.

This edited extract has been taken from the Eulogy prepared by Colonel P.W. Blyth, M.B.E.

FREDERICK STANLEY ROACH 1922-1989

Fred Roach was one of the few, truly selfless people I have met and I was privileged to know him through sport, military service and in private life for over thirty-three years.

Fred epitomised those qualities which most of us aspire to but which so few of us attain. Absolute honesty and integrity, total commitment to any cause he embraced, a dedication to the highest standards in everything he attempted and, above all, a genuine attitude of care and concern for others were the corner stones of his behaviour; yet he never paraded himself as some sort of paragon of virtue. He simply did the best he could - ALL THE TIME.

I have met very few who so consistently demonstrated integrity in such an unconscious yet effective way.

From the age of 19 until age 52 Fred served in the Army, firstly as an AIF enlistee and later in the Regular Army. He began as a gunner in 2 Medium Regiment and retired with the rank of Lieutenant Colonel after spending the last eight years of his service in Queensland as a Staff Officer of the RAASC and RACT.

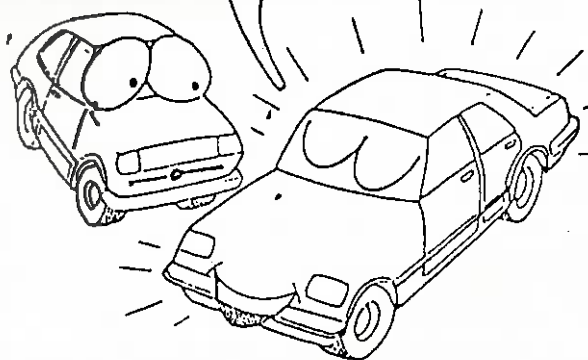
In the intervening years he worked in senior clerical appointments in CARO, at the Army Apprentice School and at Army Headquarters. His non-commissioned employment culminated with service as the Chief Clerk of Australian Army Staff in London for more than 2 years. I know that Fred regarded his UK service as a significant high point in his career and it was. Selection for the Chief Clerk's post was competitive and Fred headed contemporaries from every Corps in the Army to gain the position.

Fred was commissioned in 1965 and was Senior Instructor at the Clerical Wing of RAASC Centre Puckapunyal for over three years. He literally transformed the training of Army clerks and typists and lifted the standards of student performance in a way previously thought to be impossible. His work rate was extraordinary and was motivated, not by ambition for himself, but a desire to send well equipped kids out to perform well in their trades.

After his retirement from the Army, Fred joined REPCO as the Computer Administration Officer and spent several years there before retiring again. The idea of not working was almost beyond him at that stage and shortly he took up a role as a Veterans' Affairs advocate at the State RSL Headquarters in Brisbane. He brought his superb attention to detail and great investigative persistence to this job with great success and was widely regarded as one of Brisbane's most respected and successful advocates. Fred stayed in that full-time position for a little over a year after which he again retired. Even at this stage Fred maintained his interest in Veterans' Affairs issues and frequently worked as a voluntary advocate for the United Disabled Serviceman's Association.

Fred was a generous, principled achiever of great persistence. He never sought the plaudits though he earned many. Fred was a life member of the RACT Association of Queensland from 1986.

I'VE JUST TRAVELLED
3,000 KILOMETRES AND
MY WHEELS HAVEN'T
TOUCHED THE ROAD!!



ADELAIDE (08) 268 1288
110 Regency Rd.,
Ferryden Park 5010
Fax (08) 268 5444

DARWIN (089) 84 4855
Cnr. Cousins &
Winnellie Sts.,
Darwin 5790
Fax (089) 84 4497

PERTH (09) 353 2232
650 Hardey Rd.,
Kewdale 6105
Fax (09) 353 1563

SYDNEY (02) 642 5211
34 Cosgrove Rd.,
Enfield 2136
Fax (02) 742 5485

BRISBANE (07) 268 7155
985 Kingsford Smith Dr.,
Eagle Farm 4007
Fax (07) 868 1275

TOWNSVILLE (077) 79 4899
324 Woolcock St.,
Garbutt 4814
Fax (077) 25 1024

CANBERRA (062) 41 1422
12 Callan St.,
Mitchell 2911
Fax (062) 41 6432

MELBOURNE (03) 305 4045
Ainslie Rd.,
Campbellfield 3061
Fax (03) 305 3140

Presenting . . .

TNT Car Carrying

Executive Service . . . THE ONLY MOVE FOR YOUR CAR

TNT The Worldwide Transportation Group



BURTON CRASH REPAIRS

QUALITY CRASH REPAIRS
CARS — COMMERCIALS — TRUCKS
INSURANCE & PRIVATE WORK
PANEL BEATING & SPRAY PAINTING
REPAIRS FROM \$399.00
RUST REMOVAL & REPAIRS
FULL WINDSCREEN SERVICE

Phone: (08) 258 6459

52B STANBEL ROAD, SALISBURY PLAIN. SA. 5109.

*This edited extract has been taken from the Eulogy prepared
by Colonels Peter Florance and John Snare*

VERNON RONALD (BOB) ANDRAE

I don't think this is a time to give a chronological sequence of Bob Andrae's Record of Service, although I think he would take great delight in knowing that, because I have a captive audience, I could bore everyone with the minute detail of his military career.

Bob graduated from the Officer Cadet School Portsea in December 1967 into the Royal Australian Army Service Corps.

He joined his fellow graduates at the RAASC Centre at Puckapunyal early the next year for our young officers course. It was a course on which lifelong friendships were made or cemented, not just as a result of our military backgrounds but genuine mateship which has continued since then.

His first posting after the course was to 42 Tpt Pl (Amphib) and he spent two seasons with the detachment in Antarctica. He was extremely proud of his association with 42 and the ANARE detachment and was absolutely delighted when one of the LARCs used for this season was named after him.

His next posting was to 101 Tpt Coy at Randwick.

In September 1972, he was posted to 44 Tpt Coy and he and Sandra moved to Devonport, Tasmania. Bob, of course, was very proud of his King Island connection and was always expounding the virtues of his upbringing on the island.

In 1975 he became Adjutant at HQ Commander RACT 1st Division which was in the process of being reorganised as 1 Div Tpt Regt. He fitted in well in the raising of the Regt, everything had to be achieved by force of personality. I imagine that some of the ways Bob achieved things for 1 Div Tpt Regt reflected in the way he did things when in command of 9 Tpt Regt.

Another highlight of his career was his service in Papua New Guinea as an instructor at the Goldie River Training Depot. He was proud and enthusiastic about his involvement with the Papua New Guinea Defence Force. During that tour of duty he also achieved something else he was proud of when he represented PNG at Clay Pigeon Shooting.

After a posting to CARO, Bob was given command of 26 Tpt Sqn. It was in this posting we saw the blossoming of his military career. He placed intense effort into this job, gaining the admiration of his superiors and subordinates alike.

He had a short posting to Joint Exercise Planning Staff, imparting his vast knowledge of movements to all who would listen to him. Then again he was given the opportunity to command, this time a regiment. He assumed command of 9 Tpt Regt from December 1986.

Bob was a soldier's CO. Proud of his profession and professionally proud of his unit, especially of his soldiers. He knew his job, he knew his soldiers, he demanded the best and knew how to get it. Bob was happier in command than in any other job. He led by example.

We are left with the memory of his courage, determination, and tenacity over the last few months. He was an inspiration to those that surrounded him. He gave us the courage to face what was happening to him, made us feel comfortable in the face of his adversity. This was the mark of the man.

His forthright and honest approach to his illness was typical of the manner and personality he demonstrated throughout his Army life. He was never reluctant to speak his mind and he always stood by his convictions. At all times he espoused commonsense and sound judgement in presenting his case. He was fiercely loyal to his officers, his NCOs, his soldiers and to the Corps. He was dedicated to the Army and all it stands for. Throughout the performance of all of his appointments, but particularly in his command positions, Bob demonstrated the qualities of courage, integrity and loyalty so essential to all leaders. He had high personal standards and expected senior, peer and subordinate to have similar values and performance levels.

In the pursuit of his military career as has just been outlined, Bob Andrae showed himself to be a fine leader and a fine person.



V.R. (Bob) Andrae

THANK YOU TO THE CORPS

Mrs. Sandra Andrae has requested that her appreciation and thanks be passed to the Corps following the funeral of her husband, the late LTCOL Bob Andrae. The contents of her letter to the Director are published in their entirety.

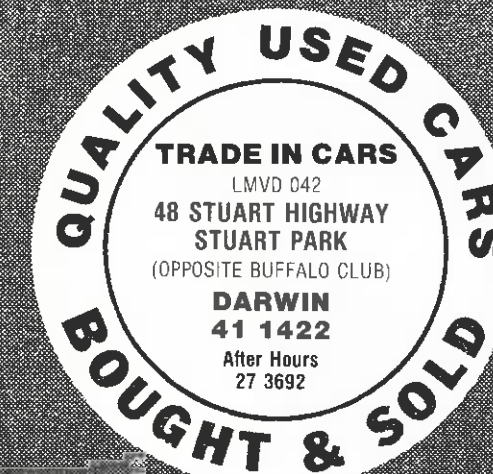
Dear John,

I would like to thank you and all members of the Corps for the help and support my family received both during Bob's illness and after his death.

Bob was a little surprised and very gratified by the depth of Corps spirit made apparent during his illness. The willingness and the ability of the Corps to look after its own was a great comfort to us.

I would appreciate it if you would, through a notice in 'Par Oneri,' convey my thanks to all those who sent flowers and expressions of sympathy, to those who helped in and around our house and to those who participated in Bob's funeral. Nobody could have a more dignified or moving funeral than Bob, it was a credit to the Corps. He would have been very proud.

Thank you,
Sandra Andrae



TOYOTA
QUALITY SERVICE

TOYOTA

TOYOTA
GENUINE PARTS

"THE WORLD'S MOST WANTED CARS"

QUALITY USED CARS

CITY	81 9033	
BAGOT RD	85 5974	
BERRIMAH	84 3577	OH WHAT A FEELING!

SERVICE DIVISIONS


1059 STUART HWY BERRIMAH	84 3577
23 HARVEY ST. DARWIN	81 9033

PARTS DIVISION

1059 STUART HWY, BERRIMAH	84 3577
--------------------------------------	----------------

BRIDGE AUTOS TOYOTA

**9 STUART HIGHWAY DARWIN
84 3577**



1/2 PRICE 12 mths m/ship


\$140.00

TO ALL ARMY PERSONNEL

12 BURNDA ST., KIRWAN (Behind Eagers)
Phone: (070) 73 5244



**JIM'S
GYM**



81 2686

**Shop 1,
42 STUART HWY,
STUART PARK
DARWIN**

- ★ INSTRUCTION
- ★ GEAR SALES
- ★ HIRE and SERVICE
- ★ CHEAP AIR FILLS
- ★ BOAT DIVES

★ SPECIAL ATTENTION
IS GIVEN TO THE
ARMED FORCES ★

**THE MILITARY CAREER OF
COLONEL C.B. McCAULEY
AM, MBE, ED**

Colonel C.B. McAuley AM, MBE, ED was appointed the Colonel Commandant RACT for 4/7 MD on 1 March 90. Given Colonel McAuley's commitment to serve the Corps following his retirement it is appropriate to pause and consider the significant contributions that he has made to the RACT to date.

C.B. (Brian) McAuley entered the Army via 16 National Service Battalion in Aug 53. After basic training he served in the 43/48 Inf Bn, a Reserve unit in Adelaide, where he rose to the rank of SGT before being commissioned in Oct 58. His association with the world of Army transport began with his allocation to 8 Coy RAASC followed by HQ 101 Coy RAASC.

On 13 Mar 68 the then CAPT McAuley was appointed to the ARA with a Short Service Commission, again being allotted in RAASC. Following service with HQ Eastern Command he was posted to HQ 1 ATF (AFV) as the GSO3 (PSYOPS) in June 71. 1972 saw the inevitable move to AHQ in Canberra where he served as a project officer with the Office of the Superintendent Army Scientific Service. In this position he was promoted to MAJ and worked on the B vehicle pooling study.

Returning to Adelaide in Oct 73, MAJ McAuley assumed the position of CTMO 4MD and was made a Member of the Order of the British Empire in 1977 for his services in that appointment. He then served in a variety of staff appointments in Army Office during which time he was promoted LTCOL before returning to 4MD as the Deputy Commander. Appointments that followed included SO1 (Pers/Log) HQ 4MD and Commander 3 Cadet Group.

Promotion to Colonel in Apr 84 and appointment as the COLMOV1 HQ LOG COMD could, arguably, have allowed C.B. McAuley to make his most significant and far reaching contribution to the development of the Corps and the manner in which it operated. It was during this period that his imagination and drive led to the integration of the three Services' line haul fleets into what has become the ADF LHS. It was his belief in the concept and his ability to sell the idea to the ADF that was undoubtedly the cornerstone of the LHS' success. His efforts, and those under his command, lead to his entry to the Military Division of the Order of Australia in Jun 87.

Jun 88 saw COL McAuley appointed as COMD 6MD where he served until his retirement in Feb 90.

COL McAuley remains a keen and enthusiastic supporter of the Corps and its activities which, when combined with his past contributions, points to a successful term as the Colonel Commandant 4/7MD.



Colonel C.B. McAuley

SOLDIER PROFILE

LCPL P.E. Russell

The 1989 10 Terminal Regiment 'Soldier of the Year' was 22 year old Private Peter Russell of 30 Terminal Squadron.

Born and bred in Tasmania, PTE Russell joined the ARA in 1987 and completed his basic training at 1RTB and the Army School of Transport. He was allocated as an Operator Terminal and completed the basic course in that trade at the Army Maritime School. From there he was posted to 30 Terminal Squadron as a member of 72 Terminal Troop.

PTE Russell has achieved much in his short service career. Since his introductory courses he has gained codes in two specialist 'Termite' areas: the Case W36 Forklift and the Tadano rough terrain crane. In addition, he has been coded for driving the Mack Truck. Much of this training was achieved on Exercise Kangaroo'89 when 30 Terminal Squadron was deployed to Katherine and Darwin. PTE Russell spent over four months in the dusty confines of the transit areas in those towns and excelled at the opportunity to complete an arduous job in difficult conditions.

In hindsight, 1989 was a year of progress for PTE Russell who can justifiably look back with pride at his achievements. In addition to his development as an Operator Terminal he set standards with his dress and bearing as well as his level of fitness. For his dedication and the example he set, PTE Russell was named as the 10 TML REGT 'Soldier of the Year'.

In 1990 PTE Russell has built on his solid foundation and continued to develop in his trade and his career. On the Land Comd Tpt Gp Subject 1 (CPL) Cse, PTE Russell again performed well and was presented with the Instructors' Award. Upon returning to 30 Terminal Squadron, PTE Russell was promoted to LCPL in recognition of his potential as a junior leader.

When not at work, LCPL Russell occupies his time weight training and playing with the Regimental Australian Rules team.

With much hard work still to be done LCPL Russell has the potential to progress within the Terminal trade. His efforts over the past 18 months stand proudly as an example of how commitment and motivation can serve to advance a soldier in his chosen career.



LCPL P.E. Russell

LATE NEWS

Captain Steve Bush reports that the 4th Annual RACT Legacy Run from Puckapunyal to Canberra, sponsored by the AST, raised \$7,200. Special thanks go to all members involved for a job well done.

DARWIN
SHAW'S
DARWIN
TRANSPORT
SERVICES

47 0198
 HEAD OFFICE
 (02) 609 7877

EXPRESS & GENERAL
 ROAD FREIGHT
 CARS & CONTAINERS
 TRANSPORT

**SYDNEY
 TO
 NORTHERN TERRITORY**

1555 FARRELL CRES, WINNELLIE

**TURTON'S
 TRANSPORT**

—LOCAL—COUNTRY—
 —GENERAL CARRIERS—
 —RAIL & WHARF—
 GENERAL CARRYING—
 FAST EFFICIENT SERVICE

WEEK-END WORK A SPECIALTY


HEAD OFFICE:
 110 Delamere Street,
 Canley ale 2166
 Phone: 72 3668
 Contact: Bill Shief Mgr.

Yard & Storage:
 5 Knight Street,
 Lansvale 2166
 Phone: 726 4729, 726 5537, 724 6850
 Fax: 727 6108

Trucks for all jobs.
 Table Tops, Hiabs & Semi Trailers

DFI

TRAILERS TRUCK BODIES



INSULATED
 DRY FREIGHT
 CURTAIN SIDE

LOW TARE
 WEIGHT &
 MAINTAINENCE

DFI

146 Sunnyholt Road,
 Blacktown. Phone: (02) 621 3000

**ROBERT HOLMES
 TRANSPORT PTY.LTD.**

DUBBO—SYDNEY—DUBBO

SERVICING WESTERN N.S.W.

Specialising in:

- BULK GRAIN & FERTILIZER
- WOOL ● COTTON
- GENERAL FREIGHT

DUBBO 82 4380

3 LINES

24 HOURS

IF UNANSWERED: AFTER HOURS 82 4527
 FAX: 82 4536

DEPOT: 1 JOHNSON ST., DUBBO

THE CONTINUING STORY OF 87

It was good to see the old 87 (we called it a platoon) get a mention in the last issue, Number 16, of *Par Oneri*, with a picture of a big, big tipper on the front cover; sad to read that the Troop was going off the ORBAT. But the saga of 87 doesn't end there. Though it has ceased to exist, its esprit is very much alive and well among those of us who served in its ranks in Vietnam in 1966-67.

Several of the Platoon's members gathered at Shepparton soon after we got back home in 1967, and again the next year, and some of the blokes stayed in touch after that and saw each other from time to time, especially on ANZAC Day in Melbourne and Brisbane.

Then came the Vietnam "welcome home" reunion in Sydney in 1987, inspiring a cell of 87 stalwarts based in Brisbane to begin producing a newsletter for mailing to those whose addresses they had unearthed. Gradually, the mailing list expanded, the Melbourne reunion march in 1988 gave further impetus, and now we have about seventy receiving the newsletter with, dare I say, greater reliability and regularity than another organ I could mention. Included among the seventy are a couple of families of deceased members of the Platoon, and a few "ring ins" who were in other elements of 1 Coy RAASC at Vung Tau, notably Brigadier David Ferguson who was our Company Ops Officer. Altogether, ninety-three souls passed through 87 Platoon during our twelve-months' stay "in country," so we still have a few of them to track down.

Back in 1966, 87 was equipped with 2½ ton CL International dump trucks that became known as "tipping teaspoons" because their loads were so small. Since the December 1988 issue (the seventh) of the newsletter, it has proudly borne the banner title of *Teaspoons*.

So far, *Teaspoons* has not "dried up;" there always seems to be a ready supply of correspondence, news and photographs to fill a couple of dozen pages. That, of course, is due largely to the efforts of the Brisbane bunch.

A reunion was held last year, again at Shepparton where the Platoon OC's driver, Neil "Stretch" McPherson, was raised and still lives and works. Neil and his lovely wife, Lina, hosted the gathering and made most of the arrangements for the weekend's programme. The date selected as most convenient to the greatest number coincided with the anniversary of the battle of Long Tan, which took place during our tour in SVN, and for which some of our guys were engaged in carrying gun ammunition.

The weekend began on the afternoon of Thursday, 17 August when the trickle flow to the McPherson home started. Most of the dozen or so present by the end of the night had driven long distances that day and, pacing themselves for the days ahead, moved off to the motel at a reasonable hour. When we woke next morning we found that more had arrived while we slept. The ranks continued to swell during the day culminating in a magnificent bash at the McPhersons' attended by about forty-five people of whom twenty were old soldiers and the rest wives and families. And they had come from everywhere. Of course, the Queensland contingent was strong, and there were several from all parts of Victoria, six from New South Wales, one from South Australia and five from Tasmania. In the course of the evening, and over the next couple of days, sales of the Platoon tee-shirts, woven badges and reunion port were made. The port is worthy of a special mention. It was an excellent tawny from Oakwood Wines in Victoria, in a magnificent earthenware jug. Printed on the jar was the emblem adopted by the Platoon members. The port was the brilliant idea of Yvonne, wife of Brian Englund, and was organized by her.

On Saturday morning, the girls headed off to the Shepparton stores and pottery shops, leaving the men to hold a meeting to discuss the organization, finances and future of our Platoon association. The de facto committee out of Brisbane was legitimized unopposed; Glen Hutley as President, Richard "Pom" Adcock as Secretary and Shaun Siddell

as Treasurer. During the morning, a reporter from Shepparton's local paper took notes and photographs for a subsequent edition.

Late in the morning, the pilgrimage to Puckapunyal began. 26 Squadron had turned over the Camel Club to our use, and manned (girl?) the bar for us. "Stretch" and a couple of willing helpers worked the barbecue desperately for a while to feed the hungry horde, which had now been expanded by the arrival of fifteen more Victorians. Twenty-eight of the Vung Tau vagabonds were reunited that afternoon, back from where they had started all those twenty-two years or so ago, but the conversation flowed, more freely than the beverage, as if we had parted company only a few weeks before. It really was a spiritual experience, one to be savoured for a long time by all of those there. Those that were not there were well represented in our thoughts and reminiscences.

A visit to the Corps museum, including a nostalgic viewing of a "tipping teaspoon," and a quick tour around Puckapunyal followed, after which the convoy returned to Shepparton to scrub up and dress for dinner.

Dinner was an informal meal at the Terminus Hotel for the twenty-eight veterans and their families, a total of about seventythree people. The venue's atmosphere wasn't conducive to intimate conversation, so we withdrew to reorganize on another objective; the motel where the bulk of us were billeted. We viewed the video of the parade to disband 87 Troop, drank a bit, pored over the photo albums that several fellows had brought, drank a bit, talked a lot.

The following paragraph is a quote from the September issue of *Teaspoons*:

Sunday morning dawned slightly overcast; for some, more overcast than for others. Quick group photo sessions were the order of the day, and farewells for some who had distances to cover on their return, while others stayed on for lunch and departed in the afternoon - probably much to the relief of "Stretch" and Lina.

The atmosphere over the weekend was as one experienced at a gathering of close relatives. There was an intimate fellowship, good humour, a genuine and well-founded pride in our selves and our Corps. And our families, most of whom had not previously met us or each other, shared the filial feeling to the full. 87 is a family.

Plans are now afoot for the next reunion, to be held in Brisbane or on the Gold Coast in 1991, again on the nearest weekend in August to the anniversary of Long Tan.

The story of our grand reunion is not complete without a mention of a fantastic coincidence we experienced. Neil and Lina McPherson, together with Graeme Hurnall and Wayne Collard, had attended the 87 Troop disbandment parade. Members of the Corps who were there may recall that a farewell port was available to commemorate the event, and that the bottles were serially numbered. "Stretch" and Lina bought two bottles, one for themselves, and one to be raffled during our reunion. When they got the bottles home, "Stretch" noticed that their numbers were 113 and 117.



Twenty 87 old boys posing with the Platoon banner and RAASC flag on the morning of the first general meeting of the Platoon association on 19 Aug 89.

DAWSON TRANSPORT PTY. LTD.

BATHURST: Phone: (063) 32 1657
Fax: (063) 32 2816
WOLLONGONG: Phone: (042) 71 6744
Fax: (042) 72 2447

GENERAL CARRIERS
SPECIALISTS
FLAT TOPS, TABLE TOPS,
TANKERS, TIPPERS

Daily Service to ★ MELBOURNE
★ BRISBANE
Regular Service to ★ WOLLONGONG
★ NEWCASTLE

**2 WAY RADIO CONTROL
7 DAYS PER WEEK**

STEPHEN DAVY SMASH REPAIRS

Cnr. Bridgeman & Dunolly Roads
Singleton. N.S.W. 2330.
(Old New England Highway)

**"We Are The Smash Repair
Professionals"**



- PANEL BEATING
- SPRAY PAINTING
- WINDSCREEN REPLACEMENT
- RUST REPAIRS
- TOWING SERVICE AVAILABLE

SINGLETON
(065) 72 4516
After Hours: (065) 72 4315

'FINANCE'

Monitor Financial Services

117 Crown Street, Wollongong, NSW. 2500.

Phone: (042) 28 7911

- ★ Truck and Heavy Equipment Finance
- ★ Commercial Hire Purchase
- ★ Prestige Motor Leasing
- ★ Business and Leasehold Finance
- ★ Mortgage Finance
- ★ Operating Lease

Contact Graeme Smith
A/H: (042) 56 1692
Ray Peters
A/H: (048) 71 2043

LICENSED FINANCE BROKERS



Commercial & General Printers &
Stationers.

- Wedding Stationery
- Colour Brochures • Stamps
- Speciality Photo Copying
- Calligraphy
- Computer Stationery
- Fax & Photo Copier Supplies

**118 John Street,
Singleton 2330**
**PHONE/FACSIMILE:
Singleton 72 3366**

As mentioned above, "Stretch," for most of his stay in Vietnam, drove the Platoon Commander's Landrover. Wrong! Who are we kidding? It wasn't really Captain Neenan's vehicle; it was Private McPherson's. Its number? 113117.

DOUBLE AWARD FOR ARES WARRANT OFFICER

Warrant Officer Class 2 Jim Bennett the SSM of 36 Water Transport Squadron in Perth received two awards in early 1990 both of which reflected his dedication to his career and ARes duties.

The first award that Warrant Officer Bennett received was an Australia Day Award for distinguished service over 25 years while a member of the ARes. In addition he received a gold watch which was presented by Australia Post following 40 years service with that organisation.

Warrant Officer Bennett plans to retire from the ARes in 1991 and it was perhaps fitting that during Exercise Kangaroo 89 he was able to combine both careers by serving for three months with 1 Div Postal Unit.



Warrant Officer Bennett proudly displaying his two awards.

AUSTRALIA DAY MEDAL PRESENTATION

CPL Terry (Banger) Blair was selected by CO 9 Tpt Regt as the Regt's nomination for a 1990 Australia Day Medal. He is seen being presented with his Medal by the Commander Land Command Transport Group Colonel P. White.

CPL Blair has served in 85 Tpt Tp for a cumulative total of 10 years since 1972 serving in a number of capacities.



CPL Blair being presented with his medallion by COL P. White

UNTSO MEMORIAL TO CAPTAIN PETER MCCARTHY

While serving with UNTSO in Lebanon Captain Andrew Gillespie was tasked in late 1989 with the organisation of a plaque from the Corps dedicated to the memory of the late Captain Peter McCarthy. The task was completed on 5 Jan 90 one week prior to the second anniversary of Captain McCarthy's death.

The plaque was presented by Captain Gillespie, on behalf of the Corps, to Lieutenant General Martin Vadset (Norwegian Army) the Chief of Staff UNTSO. The plaque is located in the Observer Group Lebanon's Recreation House.

The inscription on the plaque reads...

'In memory of 22486 Captain Peter James McCarthy, RACT who died on 12 January 1988 whilst posted to the Observer Group Lebanon. Presented by the Director and All Ranks of the Royal Australian Corps of Transport.'



CAPT Gillespie (right) presents the memorial plaque to LTGEN Vadset (centre) COFS UNTSO while LTCOL Wetselaar (left) Chief of the Observer Group Lebanon assists.

229129 PTE A.A. DODD

PTE Adrian Dodd enlisted in the ARA on the 3rd of June 1980. On leaving Kapooka he has had postings at AST, 1 Tpt Sqn, Singleton Tpt Unit, 26 Tpt Sqn and finally at 30 Tml Sqn. Most of his career has been as an ECN 109 driver, however he retrained as a Freight Handler and has since moved into the Q Stream.

PTE Dodd received the Australia Day Medallion for service to 30 Tml Sqn and to the RACT in general. He is a quiet achiever who has always displayed a willingness to give his all and whose performance has been exemplary. PTE Dodd has displayed a sense of loyalty to the Army that is commendable.



PTE A.A. Dodd

**NORTH COAST FIRST NATIONAL
REAL ESTATE**

**NORTH COAST FIRST NATIONAL
BYRON BAY
"AUSTRALIA'S BEST ADDRESS"**

Specialising in:
Residential Property Sales
Unit Sales
Rural Property Sales
Business Sales
Property Management
Holiday Lettings

For friendly and professional service in
handling your Real Estate needs,
contact:-

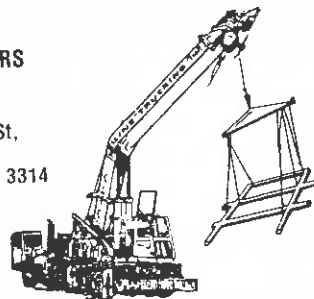
NORTH COAST FIRST NATIONAL
Cnr. Lawson & Jonson Streets,
Byron Bay NSW 2481
Phone:
(066) 85 7500
Fax: **(066) 85 7965**

**COMMERCIAL &
INDUSTRIAL**

ALL WORK
PROFESSIONAL
GUARANTEED

DESIGN & CONSTRUCTION
OF TILT PANEL BUILDINGS
FORM WORK
CONCRETE FINISHING
GOVERNMENT
SEMI GOVERNMENT BODIES
COUNCILS SCHOOLS
FACTORIES

LIFTING
CONTRACTORS
PTY. LTD.
P.O. BOX 748
499 Sloanne St.
Deniliquin
FAX (058) 81 3314



ARCHITECTURAL &
BUILDING CONSULTANTS

QUALIFIED
STRUCTURAL
ENGINEERS

SERVICING ALL AREAS
(058) 81 3398 or (058) 81 3396



**4 W.D.
SPECIALISTS**

**WRECKING MOST 4 W.D.
Second-Hand Vehicles Bought or Sold
NEW PARTS FOR TOYOTA
LAND-ROVER &
RANGE ROVER
790 6290
or
790 6214
LAND VEHICLE SPARES
OF AUSTRALIA PTY LTD**

Open Monday-Saturday
Cnr. Beresford & Reservoir Aves., Greenacre

TOWERS REMOVALS

EXPERT HOME & OFFICE REMOVALS
■ PACKING
■ STORAGE
■ MOVING SPECIALISTS

**REGULAR SERVICES TO
QLD-NSW-VIC
and
ALL STATES**

For Advice or Obligation-Free Quote

(06) 299 2100

After Hours Call Laurie Towers
(Ex RACT Lieutenant Colonel Retired)
291 0248
FAX: 297 5390



GROWING WITH CANBERRA

Government Approved Contractor
Locally Owned & Operated
Since 1980

Unit 3,
33 Lorn Road,
Queanbeyan. ACT. 2620.

TRUCKIES TOP SHOTS

The Brisbane based 5th Transport Squadron 'blitzed the field' in the recently contested RACT Shooting Competition. The annual event held at the Belmont Rifle Range over the period 15-16 November 1989 was hosted by Headquarters 1st Divisional Transport. Squadrons and 1st Military District Transport units eagerly competed for the RSM's Falling Plate Trophy, the Bukkulla Cup, the Glasgow Cup and the Top Shot Award for each day. The 5th Transport Squadron Team displayed their proficiency in 'bringing home' all the trophies and dominated the meet with the confirmation of Top Shot for both days.

For the second year running the Bukkulla Cup returned to 5th Transport Squadron and the Glasgow Cup was retained for the third year in a row. Top Shot for the Bukkulla Cup was SGT R. Behrndt with a score of 127 from a possible 140. Top Shot for the second day's competition was CFN C. Lein scoring 126.

The 5th Transport Squadron Team was captained by SGT Bob Behrndt and consisted of CPL P. Cook, LCPL R. Dart, PTE R. Paulus and CFN C. Lein. Reserves were CPL M. Fudge and PTE S. Murphy.



The 5 TPT SQN Shooting Team

**VOLVO WINS ARMY TRUCK
ORDER AGAIN**

The Australian Defence Force Line Haul Service has awarded an order for 22 Volvo F12 6x4 trucks and 40 Haulmark trailers to a Brisbane-based Volvo truck dealer, Denmac Trucks. Five trucks were recently handed over in Brisbane to Colonel Rob Regan of HQ Logistic Command by Mr. Peter Nicholls, general manager, Denmac.

This is the second time that Volvo has been the successful tenderer following the initial order in 1986 for a similar number of trucks.

The contract involves a full three year maintenance/lease package in which Volvo dealers will handle all maintenance and the trucks will be handed back to Denmac at the end of the lease period.

During the coming year the leased fleet will haul some 70,000 tonnes of freight ranging from ammunition through to armoured vehicles and general freight and will travel in the order of 2.5 million kilometres.

According to Major Adrian Ryan, controller of the Defence Force Load Co-ordination Centre, the concept of leasing, supported by contract maintenance, has proved efficient and effective and has become accepted as the way to go, at least in the short to medium term.

Consequently in November 1989 tenders were again called for the fourth and subsequent years of operation. Five tenders were received and following evaluation by the Defence Contracts Office in Melbourne and HQ Logistic Command, the contract was again awarded to Denmac trucks.

It is also intended to obtain a further three prime movers and trailers early next financial year. This will enable the Army to dispose of the ex-RAAF and Navy vehicles which are becoming maintenance liabilities, and to standardise on a fleet of 25 prime movers and 43 trailers, all leased.

The initial lease was for one year with an option to extend for a further two periods of twelve months each. This option was exercised and the lease ran its full three year period. During the three year period the prime movers travelled in excess of eight million kilometres.

"Their tour of duty was completed virtually accident-free," said Major Ryan. "They had no major equipment failure, and involved operations in all parts of the continent."

THORLEY'S

VW CENTRE V.W. FIBREGLASS KITS

COMPLETE ENGINE & GEARBOX REBUILDS

The One Stop Volkswagen Shop

SPECIALISING IN:

- ★ V.W. MECHANICAL REPAIRS SERVICES & SPARE PARTS
- ★ V.W. CUSTOM STYLING, SPRAY PAINTING & UPHOLSTERY
- ★ V.W. RESTORATION

(077) 25 1085

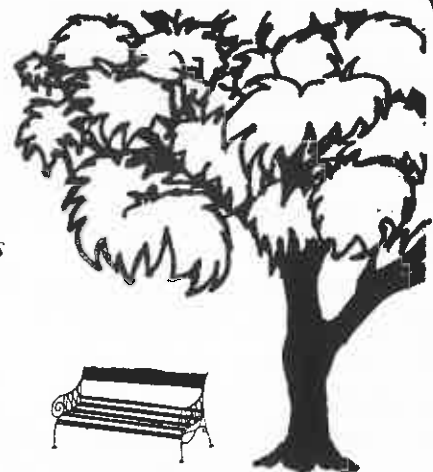
Off Duckworth St. Garbutt Townsville



HQ Logistic Command's COL Rob Regan (left) takes delivery of five Volvo F12 6x4 prime movers from Denmac's general manager Peter Nicholls, with Major Adrian Ryan (right) looking on.



You're Always
Welcome
at



**THE
PARKWAY MOTEL**
QUEANBEYAN—CANBERRA
QUIET & CENTRAL LOCATION

Executive Suites Available
Secure Parking—Pool—Licensed Restaurant—Fax
Video—Playground—Electric Blankets

97 1411

Facsimile: 97 6621
8 Lowe Street, Queanbeyan
HOSTS: TONY & CARINA HOWARTH

**DON'T LEAVE HOME
WITHOUT ME**

- ★ Local
- ★ Interstate
- ★ Storage -
Warehouse/Containers

TOMMY.

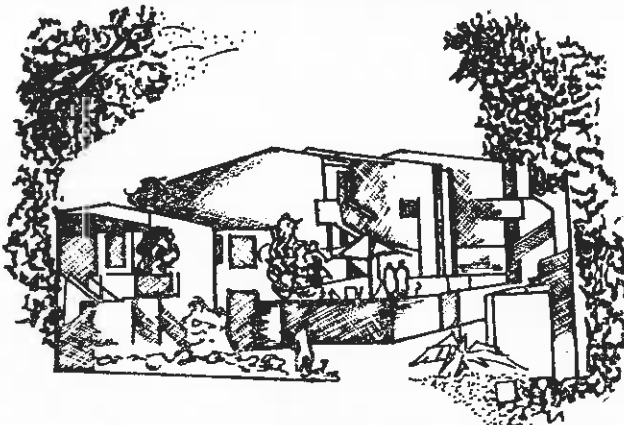
(06) 280 6009



**Tommy
Tortoise
Removals**

**5 BARRIER ST.,
FYSHWICK**

MANUKA PARK
SERVICED APARTMENTS



**1 & 2 BEDROOM AIR CONDITIONED APARTMENTS
FULLY SERVICED**

- Fully Equipped Kitchen with Dishwasher
- Washing Machine & Dryer
- Colour TV—Direct Dial Phone
- Fully Landscaped with Under Ground Parking
- In-Ground Pool—Grocery—Valet Service
- Facsimile Facilities
- Close to Parliamentary Circle

062 85 1175

Cnr. Manuka Circle & Oxley Street, Manuka

**GREAT VALUE
ACCOMMODATION
FOR EVERYONE**

Group Accommodation Up To 650
**CHALETS; SELF CONTAINED UNITS;
ON SITE VANS**

- ★ STORE & CAFETERIA
- ★ RECREATION ROOM
- ★ SWIMMING POOL & BBQ's
- ★ CHILDREN'S PLAYGROUND

**CANBERRA LAKES
CAROTEL MOTEL**

41 1377



FAX 41 6674
**FEDERAL HIGHWAY,
WATSON**
(Close Showgrounds)

GALLIPOLI 75th ANNIVERSARY

by Major R. T. Hough

During 1989 Mr. Don Hall conceived the idea to send Gallipoli veterans to the Gallipoli peninsula where they landed 75 years ago. The Prime Minister, Mr. Hawke, tasked the Department of Veterans' Affairs to arrange a pilgrimage to coincide with the 75th Anniversary, 25th April 1990.

The ADF were brought in to supplement the Department of Veterans' Affairs and the first supporting troops from 10 Tml Regt embarked on HMAS TOBRUK on 5 Mar 90 to arrive in Turkey on 18 Apr 90. The Advance Party departed Australia by RAAF on 2 Apr 90 and 4½ days later arrived at Istanbul.

The Advance Party was a composite group of fourteen, consisting of carpenters, electricians, field engineers, signalers, commanded by an Infantry LTCOL and the writer as Administration Officer from 10 Terminal Regiment.

After four days in a C130 everyone was keen to get to Turkey and get on with the job. Istanbul looked smog-bound from the air but this was nothing to what it was like on the ground. Everyone was looking forward to getting out of the hustle and bustle of a major city.

Buses and trucks transported us through traffic which would be considered nothing less than chaotic or bedlam by the most erratic Australian driving standards. Fortunately, after two hours, the road widened and the traffic became "more" manageable. The smog and odours were replaced by rolling plains and small farmlets with relatively primitive farming methods; the air appeared fresh, or at least until the Turkish driver lit up his foul smelling cigarette.

By now all members of the advance party were becoming very curious of what the Gallipoli Peninsula looked like. None of us had ever been there and our only knowledge was from reading and watching the movies most people have seen.

We arrived at Ecaabat very late and were booked into the Saros Hotel. At first glance (and no doubt your first thought) is that of a life of luxury but as we were made aware shortly after, hotels in Turkey country areas have somewhat lower standards than we were accustomed to. However, everyone was still very excited about the trip and we settled in well even though toilets did not work, lights flashed at switches prior to shorting out, water pressure was virtually nil, the heaters didn't work and only one blanket each was issued.

The following day we travelled 12 km down the Gallipoli Peninsula and arrived at Anzac Cove. We were amazed at this short, narrow beach approx 200-250m long and 10m wide, with hills (or mountainous slopes) and slopes of 20-25m running from the sand edge up to Plugge's Plateau approximately 500m. A road has been built for tourist purposes running along the hill face, approximately 13 m above the beach, and the beach is believed to have been eroded over the years. The southern point of Anzac Cove has a cemetery where the headstone of PTE J. Simpson, VC is laid, and the northern point named ARI BURNU is the main cemetery in the immediate area. This was to be the place of the Dawn Service on 25th April.

All members were given some time to reflect on what it may have been like for thousands of troops coming to shore under fire and being confronted with the extremely rugged terrain. The CO (a notable writer on Gallipoli) passed on stories of Gallipoli and a detailed description of conditions which caused everyone there to think deeply about how lucky we are today.

Standing in a cemetery usually gives most people shivers up the spine or morbid feelings. Standing in ARI BURNU or any other cemeteries on the peninsula gave one a sense of peacefulness, serenity and a place where we appeared welcome. At the entrance of ARI BURNU a large memorial stands with the following inscriptions:

**"THOSE HEROES WHO SHED THEIR BLOOD AND LOST
THEIR LIVES... YOU ARE NOW LYING IN THE SOIL OF
A FRIENDLY COUNTRY, THERE REST IN PEACE.
THERE IS NO DIFFERENCE BETWEEN THE JOHNNIES**

**AND THE MEHMETS TO US WHERE THEY LIE SIDE BY
SIDE HERE IN THIS COUNTRY OF OURS...**

**"YOU, THE MOTHERS
WHO SENT YOUR SONS FROM FAR AWAY COUNTRIES
WIPE AWAY YOUR TEARS, YOUR SONS ARE NOW
LYING IN OUR BOSOM AND ARE IN PEACE. AFTER
HAVING LOST THEIR LIVES ON THIS LAND THEY
HAVE BECOME OUR SONS AS WELL."**

ATATURK 1934

The Turkish people, particularly in the Gallipoli Peninsula area, regarded the ANZACS very highly and also referred to the current Australian soldier as the ANZAC.

After two days walking around the battlefield we had a good appreciation of the trying countryside and were ready to hook into the task at hand. Our primary task was to set up ARI BURNU and Lone Pine cemeteries for the dawn service and midday service respectively. The ABC, through Turkish TV, were broadcasting live to Australia and New Zealand and we were required to provide crowd control measures, communications through satellites and generate power to ensure it all happened. All went off very well with the exception of a sound problem which is believed to be caused by a mischievous act of a Turkish technician.

The road system on the Peninsula is very narrow and easily congested. The Turkish governor expected up to 300 buses to be used on the Peninsula on the morning of the dawn service. This had the potential to cause massive chaos due not solely to Turkish drivers but to the attendance of Mrs. Thatcher, Mr. Hawke, the Governor General of New Zealand and the President of Turkey at a number of ceremonies.

On the eve of Anzac Day at 1200 hours the weather was fine but becoming cold and the crowd was building up expecting to do an all night vigil until 0530 to ensure a good position. By 2400, approximately 3000 people had settled in and the atmosphere was full of excitement and anticipation of the main event at 0530 hours. It appeared similar to a grand final crowd four hours before before kick off. A Turkish vendor saw the potential to make a "quick buck" by selling cheap grog. Fortunately, only a small element of the crowd made use of it before he was sent away amidst lots of handwaving and loud language.

Prior to the veterans arriving, four LARC V from 10 Terminal Regiment transported officers and ship's crew from HMAS TOBRUK, HMAS SYDNEY and HMAS OXLEY ashore. The LARCs crew will remember the occasion for the rest of their lives. Unfortunately, the veterans were too frail and could not be subjected to the conditions to move them the same way.

At 0500 hours the veterans arrived in the area and despite valiant attempts to have the Turkish buses do what was required they continued along the road to be met by eight other oncoming buses. These had to be reversed 800m on a narrow road in the dark guided by the contingent commander and myself. After much door banging, loud explanation and abuse, the task was done but the veterans were late for the start of the dawn service.

The atmosphere was full of emotion. The veterans were very proud to be with their mates again. Their feeling was so strong that a number indicated that if they passed away on the trip they wanted to be buried with their mates. The crowd had the opportunity to speak to the veterans over the crowd control fence and some very quick witted comments were made from each side. One veteran said to an attractive 19 year old girl that he had swum here some time ago, and was she interested in having a swim with him now. The offer was declined, in tears. All the Australians in the crowd felt proud to be Australian and looked at the veterans with admiration.

At the conclusion of the dawn service the veterans moved to the traditional breakfast followed by attendance at the international service at Cape Helles. Guards and bands from Australia, France, Britain, New Zealand and Turkey formed a march past at the completion of the ceremony.

The next ceremony was at Lone Pine, a cemetery where

Denmac

VOLVO

Moving the Army into the 4th year of operation as official suppliers of trucks to the ADS Linehaul service



1717 IPSWICH RD ROCKLEA
(07) 875 1877

AD CO. 4768

AUSTRALIAN INTERCAPITAL PILOT SERVICE

**AUSTRALIA—WIDE
HEAVY COMMERCIAL
VEHICLE MOVEMENT
TRACKS & WHEELS**

Full Comprehensive Insurance

For Information Phone
(07) 277 4744

14 Success Street,
ARCHERFIELD

STIE BROS REMOVALS & STORAGE CAIRNS

- BRISBANE
- GOLD COAST
- SUNSHINE COAST
- SYDNEY WEEKLY
- COUNTRY & INTERSTATE SERVICE WEEKLY
- PROFESSIONAL PACKING & LOCAL REMOVALS
- NO OBLIGATION FREE QUOTES
- BACKLOADING RATES AVAILABLE FROM ALL SOUTHERN CITIES
- ALL CARE TAKEN
- INSURANCE

ESTABLISHED CAIRNS 1983

(070) CAIRNS **35 1708**
AFTER HOURS
55 9147

BRIS (07) 201 6686

Unit 32, 193 Hartley St,
Portsmith 4810



Stie Bros Removals

THE ONE STOP BRAKE PARTS SHOP

PROPR: FRED ANDERSON
SPECIALIZING IN

Reconditioned

10% Discount
to Army
Personnel

Brake & Clutch Cylinders lined with stainless steel. The ones that "last a lifetime"

- REMEMBER
- ★ YOU ONLY HAVE TO BUY THEM ONCE
 - ★ USUALLY MUCH CHEAPER THAN A NEW REPLACEMENT
 - ★ FULLY GUARANTEED
 - ★ EXCHANGE OR OVERNIGHT SERVICE AVAILABLE

ALSO

- Brake Shoes • Disc Pads • Reconditioned Brake Boosters • Stainless Steel Sleeving
- Reconditioned Disc Calipers • Repair Kits, Cups, Etc • Brake Shoe Bonding • Disc & Drum Machining

CONTACT

PH (077) 25 2111

FAX: (077) 25 1408

"THE BRAKE PARTS PROFESSIONALS"

BRAKE EXCHANGE CENTRE

22 PUNARI STREET, TOWNSVILLE 4812
COUNTRY CLIENTS WELCOME

many Australians are buried. This was the scene of bitter battles and six VC were won in a single day by Australians. It was now midday and the sun was shining and very warm. The busy programme was beginning to take effect on the veterans, but many hung in there to hear the Prime Minister and Dr. Hewson give two short speeches. Mr. Hawke's speech was particularly moving with the majority of the 8000 crowd having at least a tear in their eye. If there was ever an occasion when the Prime Minister could show outward emotion, this was it; in a resting place with so much significance to Australians.

The final formal function of the day was a lunch put on by the Turkish Government. During the lunch there was a ceremonial exchange of uniforms by the senior Australian veteran to a Turkish veteran and from a young Australian soldier to a young Turkish soldier as a form of friendship between countries. The veterans embraced each other and the room was full of emotion.

After lunch the veterans moved back to their hotel for a well earned rest prior to the birthday ceremony of the oldest veteran who turned 104 on Anzac Day.

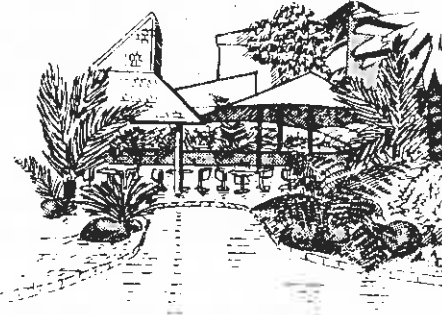
With all the emotions of the day put aside, the advance party, assisted greatly by the LARC detachment on HMAS TOBRUK, commenced dismantling and packing up stores and equipment. HMAS TOBRUK could not come alongside at any wharf in the area so a LOTS operation was conducted from shore to ship. Working well into the night with only a couple of hours rest in a 36 hour period, everyone put in a great effort to have all the stores loaded before sailing at 0800 on 26th April.

On 28th April 1990 the chartered 747 aircraft departed Istanbul with the veterans, press, guard, band, escorts, carers, advance party and an element of the LARC detachment. During the flight the atmosphere was great. The QANTAS crew looked after us well, all refreshments were on the house and the food was good. While we all relaxed, most were thinking what a memorable experience the pilgrimage was.

I am sure that none of us will ever forget the countryside of the Peninsula covered with acres and acres of healthy fragrant pines planted to cover the scars of the battlefield. We will not forget the numerous cemeteries where Australians lie, the stories told of gallantry, slaughter, mateship, "esprit de corps" and desperate situations, and most of all we will never forget how proud we each felt to be an Australian soldier 75 years after the first landing.

Right in the heart of Cairns CASCADE GARDENS APARTMENTS

- Walking distance to everything.
- 48 spacious fully furnished apartments
- Fully equipped kitchens (including dishwashers)
- Free use of clothes washers and dryers
- Airconditioning and fans
- Spa and pool
- Reasonable daily rates
- Tour Bookings
- Car Rentals



For bookings information or brochures phone

51 8000

CASCADE GARDENS APARTMENTS
Cnr. Lake & Minnie Sts., Cairns FAX 52 1396

THE NINTH IS SECOND AGAIN

For the third successive year soldiers of 9 Transport Squadron were placed second in the 3 Brigade Non-Infantry Military Skills Competition. Exercise "Assegai Challenge" tests a section to the limit over three days of patrolling, navigation, shooting, first aid, calling indirect fire, RATEL procedures and PW handling.

Section members in this years competition were CPL P.J. 'Chook' Fowler (Section Commander), LCPL Paul Carberry (21C) PTE Adrian Chesson, PTE Graham Kissell, PTE John Spaulding, PTE Brian Carpenter, CFN Ricky Pyke, PTE Shannon Dorahy and PTE Ricky Byers.

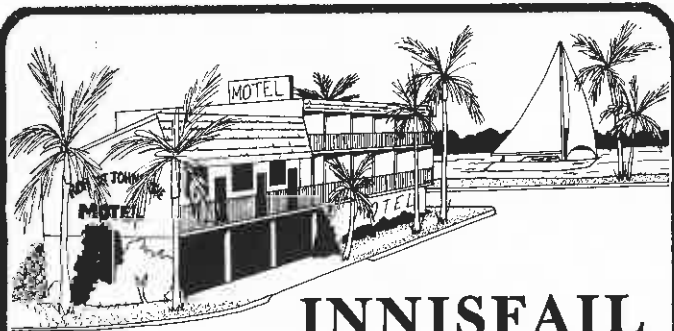
Squadron Commander Major Brian Calder said that "Naturally we were very disappointed at being placed second yet again. We train to win, and that is our aim; but there is absolutely no disgrace in being placed second out of all non-infantry ODF units in this competition."



PTE 'Pom' Dorahy on the obstacle course



The 20 ft wall. L to R—PTE Dorahy, LCPL Carberry and PTE Kissell



INNISFAIL

(070) 612 444

ROBERT JOHNSTONE MOTEL

Modern Motel & Self Contained
Single & Double Units
Cool Riverside Accommodation
In the heart of Town
Airconditioned, Colour T.V.
Overlooking the Johnstone River
Special Concession for Group Bookings
LOW WEEKLY RATES

**BUILT ON THE BEND OF THE
JOHNSTONE RIVER
FITZGERALD ESPLANADE**

OASIS INN HOLIDAY APARTMENTS

One & Two Bedroom Fully Self Contained Apartments



- ★ MOTEL UNITS AVAILABLE
- ★ AIRCONDITIONED ★ BEDROOMS/SEP LOUNGE
- ★ DIRECT DIAL PHONES ★ HUGE SALT WATER POOL WITH BBQ AREA
- ★ RENT-A-CARS ★ TOUR DESK ★ CHILDREN'S PLAY AREA
- ★ GUEST LAUNDRY ★ UNDER COVER PARKING

CAIRNS 51 8111 FAX 51 4073
LUXURY AT A BUDGET PRICE

Oasis Inn,
276 Sheridan St, (Corner McKenzie St.)
Cairns

10 TERMINAL REGIMENT'S ROLE IN THE 75TH ANNIVERSARY AT GALLIPOLI

by WO2 M.I. Hill

10 Terminal Regiment had an active part in the 75th Anniversary at Gallipoli. On March 5, 1990 four LARC V and twelve personnel sailed from Garden Island on board HMAS TOBRUK for Anzac Cove on April 25, 1990. Media coverage of the departure was more than adequate when the time lapse between the departure and the re-enactment is considered.

First port of call was Fremantle. The weather proved to be very good. A stopover of two days to allow Mr. Hawke to perform his farewell of the Fleet allowed a little R & R for the staff, with the ship sailing on March 15, 1990.

Our next stop was Port Victoria, Seychelles off the coast of Africa on March 28, 1990. The stopover was for four days to allow resupply of fresh rations. Civilization has done nothing to enhance the island paradise for which the Seychelles is famous.

On our way to Alexandria, Egypt, we spent 24 hours in Port Suez awaiting clearance to enter the Suez Canal. The contrast between the two sides of the canal was quite dramatic, barren desert on one side while lush green vegetation covered the other. Political indifference takes its toll!

Alexandria has suffered greatly from war. Poverty abounds and it was an eye-opener to see the armed soldiers roaming the city. We take our freedom in Australia so much for granted.

We arrived in Istanbul, Turkey on April 19, 1990 to a very quiet reception. Media coverage was non-existent. The country has a most unusual currency. It takes approximately AS\$570.00 to become a Lira Millionaire in Turkey. Bargains could be had in all commodities as long as bartering was successful.

The Australian, New Zealand and Royal National Guard (approximately 350 personnel) were embarked on board HMAS TOBRUK prior to departure for Canakkale, Anzac Cove.

Due to road conditions and restrictions, the LARC V were unable to be used which resulted in most of the behind the scenes setting up for the Dawn Service falling on the shoulders of the Advance Party and 10 Terminal Regiment personnel.

The morning of the Dawn Service saw at least eighty personnel being transported from the HMAS TOBRUK, SYDNEY and OXLEY to Anzac Cove just prior to dawn. Many countries were represented in their thousands by this time on the beach.

The Dawn Service, particularly as a result of the attendance of the original Anzacs proved to be very moving. Several of us ventured among the small graveyards and further into Schrapnel Gully. The Lone Pine Cemetery above Anzac Cove was littered by gravesites and the entire area was well maintained.

The writer is unable to comment on the Diggers' reactions to the trip as very little contact was made with the old men other than sharing the aeroplane trip home.

Throughout Anzac Day the LARC personnel transported Naval personnel to shore for sightseeing, then reloaded the stores, i.e., stands, tents etc, used for the service. Work continued until after 2400 hrs. Early morning saw HMAS Tobruk sail to Canakkale to disembark escorts and guards then continue to Istanbul for the final visit.

The writer at this time was notified of his imminent return to Sydney via Singapore on the Qantas flight with the Diggers.

10 Terminal Regiment personnel were employed, both on board and on land at Gallipoli, to the credit of the unit. Naval personnel were free to attend the Dawn Service as a result of the workload taken on by the LARC V operators.

Overall the voyage was memorable and will stay in my mind

for a long time to come, particularly the atmosphere on the morning of April 25, 1990 at Anzac Cove, Gallipoli.

AWARDS FOR EXEMPLARY SERVICE

Awards for the Most Proficient JNCO and the Most Professional Soldier for 1989 were presented to two soldiers of 9 Tpt Sqn by Commander 3 Brigade, Brigadier J.M. Connolly at a Ceremonial Parade at the Squadron in December of last year.

The award for the Most Professional Soldier was presented to PTE M.J. Ryan of Bravo Troop. PTE Ryan arrived in the Squadron in October 1988, and during 1989 his maturity, reliability, and his advanced driving skills contributed to the effectiveness of his Troop and the Squadron. A 28 year old soldier, PTE Ryan is quietly efficient which causes other soldiers to look to him for guidance.

The award for the Most Proficient JNCO of the Year was awarded to CPL J. Ellison. The award was in recognition of his service as commander of the Alpha Troop Forward Repair Team (FRT). He displayed a high level of technical expertise, a thorough commitment to his job, and a preparedness to work long periods without rest - especially on Exercise K89. These qualities were instrumental in Alpha Troop maintaining a vehicle availability well above 90% throughout the whole of 1989.



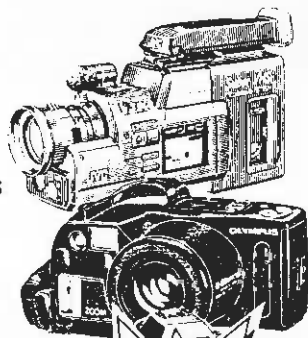
CPL Jim Ellison 9 Transport Squadron—"Most Proficient JNCO" 1989.



PTE Michael Ryan 9 Transport Squadron—"Most Professional Soldier" 1989

SMITH'S Kodak CAMERA AND VIDEO.

- ▶ **HUGE** range of top brand cameras and video cameras.
- ▶ **FAST** quality photos and enlargement service.
- ▶ **HIRE** video cameras and audio visual equipment.
- ▶ **ALL MAJOR** Credit CARds accepted.
- ▶ **NO DEPOSIT** Finance to approved applicants.
- ▶ **TAX FREE** to overseas travellers.



372 Flinders Mall Fax 72 1137

72 1622

Stockland Nathan Plaza Aitkenvale

79 8459

SPECIAL
DISCOUNTS TO ALL
SERVICE PERSONNEL

MIDAS

- EXPERT DIAGNOSIS
- PROFESSIONAL REPAIRS
- COMPETITIVE QUOTES ON ALL VEHICLES
- BRAKES & CLUTCH SERVICE
- SHOCK ABSORBERS, SPRINGS & SUSPENSION
- DRIVE-IN FOR WHILE-U-WAIT SERVICE
- ALL EXHAUST SYSTEMS: STAINLESS STEEL, EXTRACTORS, SPORTS SYSTEMS

OPEN SATURDAY MORNINGS

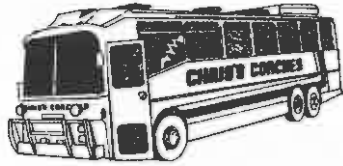
TOWNSVILLE

21 3499

CNR. WOOLCOCK ST & CHARTERS TOWERS RD
Head Office: MIDAS MUFFLERS,
17 Kingston Rd, Woodridge
Ph. (07) 208 3011

With compliments to the Royal Australian Corps of Transport from

CHRIS'S COACHES



GROUP CHARTER
POKIE TOURS
NIGHT CLUB TOURS

Competitive Prices
Video, Toilet & Air-Conditioned
Luxury Coaches Available.

(03) 357 8062

CHRIS'S COACHES

1880 Hume Highway, Cambellfield.

Fax: (03) 357 8048

CENTRAL VICTORIAN MOBILE CRANES PTY. LTD.

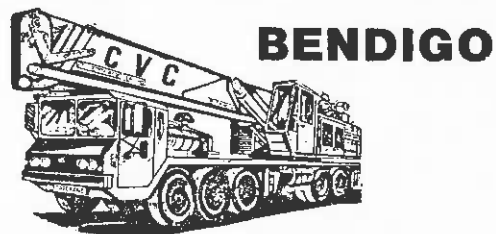
- CAN HANDLE FROM SMALLEST TO LARGEST LIFTS

MACHINERY INSTALLATIONS & REMOVALS

CONCRETE POURING,
STEEL ERECTION,
TRANSPORT OF ALL KINDS

Call Barry Schoder

42 4496 24 HOURS



145 CHARLESTON RD., BENDIGO

DON'T THROW IT AWAY, CALL US

We have the following facilities and equipment for the reconditioning and/or reclamation of your crankshaft.

MAGMA-FLUX CRACK TESTING
HARDNESS TESTING
GRINDING
RECLAIMING USING THE AMERICAN
GLEESON PROCESS
STRESS RELIEVING AND HEAT
TREATING

We also have the facilities and equipment to cover all other aspects of your engine rebuild.

PHONE US:

CRANKSHAFT REBUILDERS

782 HIGH STREET,
EAST KEW. VICTORIA 3102
TELEPHONE (03) 869 8751

CONTACT: IAN SHUGG

BENDIGO CARAVAN SERVICES

SERVICE, REPAIRS,
ALTERATIONS
QUALIFIED INSURANCE
REPAIRER

Phone Graham Sharpley

47 0448

After Hours 47 9946

FURNESS ST,
KANGAROO FLAT,
BENDIGO

CHIEF OF THE GENERAL STAFF COMMENDATIONS

On the 30th of November the Commander 3rd Brigade, Brigadier J.M. Connolly, presented two Chief of the General Staff Commendations to two members of 1st Divisional Postal Unit, WO2 L.J. Hart and SGT M.S. Rigby. The commendations read:

45340 Warrant Officer Class Two Leslie John Hart Royal Australian Corps of Transport.

The Land Commander Australia has brought to my attention your exemplary conduct on 13 June 1989, when you were responsible for the control and co-ordination of a rescue and recovery operation at a serious motor vehicle accident on the Cape Tribulation Road, approximately eighty kilometres south of Cooktown.

While in command of a detachment of the 1st Divisional Postal Unit, returning from an exercise in the Cooktown area, your convoy was negotiating a hazardous stretch of the Cape Tribulation Road when it came upon a motor vehicle accident involving an off road bus. The driver had lost control on a steep descent and the vehicle had rolled down an embankment, causing serious injury to a number of passengers. You took charge of the accident scene, arranged for the rapid evacuation by Army vehicle of the seriously injured and controlled and co-ordinated all aspect of the recovery and evacuation effort of both civil and military personnel. This involved working tirelessly from midday until 2230 hours, when the accident scene was finally cleared.

Signed by
L.G. O'Donnell,
Lieutenant General
Chief of the General Staff
23 October 1989



180115 Corporal (now Sergeant) Michael Sean Rigby Royal Australian Corps of Transport.

The Land Commander Australia has brought to my attention your exemplary efforts on 13 June 1989, when you came to the aid of a number of civilians who were seriously injured as a result of their off-road bus rolling down a steep embankment on the Cape Tribulation Road in Far North Queensland.

After rendering immediate first aid to those most in need, you then attended them during their evacuation to Wujal Wujal Mission. By your prompt action and instinctive assessment you eased the initial suffering of those injured and contributed directly towards the precise treatment of their injuries.

I commend you for your initiative and resourcefulness in the way you quickly appreciated the situation and responded to the crisis. Your actions have brought great credit upon yourself, your Corps and the Australian Army.

Signed by
L.G. O'Donnell
Lieutenant General
Chief of the General Staff
23 October, 1989

THE GALLIPOLI PILGRIMAGE

by WO2 Steve Taubert

When it was decided to take the Gallipoli veterans back to Turkey for the 75th Anniversary of the landing at ANZAC Cove, the need for additional support other than medical was identified. Out of 321 applicants, 26 personnel were chosen to be veteran escorts. They came from both arms and service corps and included several members of the Army Reserve and five members of the RACT.

Our tasks were to accompany the veterans on all excursions throughout the trip and assist when necessary to prevent the media and general public from causing injury to the old diggers, some of whom found it difficult to walk without assistance. Additionally, at the veterans' accommodation in Singapore, Istanbul and the Boncuk Hotel on the Gallipoli Peninsula, duty rooms were manned 24 hours a day allowing continuous monitoring of their well being. Members of the guard contingent were also used to man these duty rooms whilst the escorts were absent with the veterans. The escorts were carefully chosen by either having relatives who had served on Gallipoli or had shown a long term interest in the events of that period. Therefore each moment spent with the veterans was of special importance and a time which will never be forgotten.

The things I will remember most from my time with the veterans are the quotes, like that from Sam Thompson MM who landed with the 1st Battalion at ANZAC Cove on 25th April, 1915, who whilst walking along the pathway to the dawn service, stumbled slightly on the uneven ground and as he steadied himself said "Last time I was here I was running."

The time spent in their company as we walked the trenches and battle lines of 75 years ago listening to stories of mateship and death, saddened me as it did all of the escorts. On that trip whilst others collected souvenirs and took photographs we, the veterans' escorts, collected something far more valuable for we had time to talk to our living military heritage-a time we shall never forget.

Finally I must say how impressed I was with the treatment the veterans received from the Turkish Government. From the time we arrived at Istanbul Airport until our departure everything possible was done to ensure their safety and comfort.

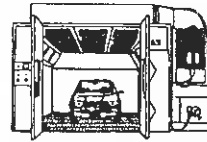


Members of the RACT who undertook the role of veteran escorts for the World War II diggers who visited Turkey on the 75th Anniversary commemorative ceremonies of the Anzac landings at Gallipoli got together as a group at the Turkish Military Museum in Istanbul. The soldiers are (from the left) CPL Isabel Martin (Broadmeadows Logistic Battalion), CPL Ray Smith (HQ Logistic Command), SGT Peter McNamara (Moorebank Logistic Group), CPL Mandy Paris (6 MC Unit) and WO2 Steve Taubert (3 TPT SQN). The soldiers were members of the 176-strong Army contingent which accompanied the veterans on their pilgrimage to Gallipoli.

AUTOBEAT

PTY. LTD.

Cnr. Hattam St & McDougall Rd,
GOLDEN SQUARE, 3555



- 24 Hour Towing
- "Low Bake Spray Oven"
- Master Bench Jigging System
- Original Factory Refinishing
- Insurance & Private Work

ALL WORK GUARANTEED

Telephone **41 1841** All Hours

CNR. HATTAM ST & McDOUGALL RD GOLDEN SQUARE

FAX 41 2482



- Panel Beating
- Spray Painting
- Specialising in Insurance Work
- Autobench Jigging System
- Mig Welding
- Enamel Baking Oven



ALL WORK GUARANTEED

42 3209 ALL HOURS

122 HATTAM ST.,
GOLDEN SQUARE



IN-LINE ROOFING & HARDWARE

Our Motto:

"We do it once, We do it right!"

- ★ Metal Roofing & Fencing Products
- ★ Fibreglass Roofing
- ★ Purlins & Girts
- ★ Fascia & Gutter
- ★ Dome Lights
- ★ Insulation
- ★ Steel Reinforcing
- ★ Plumbing Supplies
- ★ Roller & Tilt-A-Doors
- ★ Large range of Timber

**IN-LINE ROOFING &
HARDWARE PTY. LTD.**

72 2899

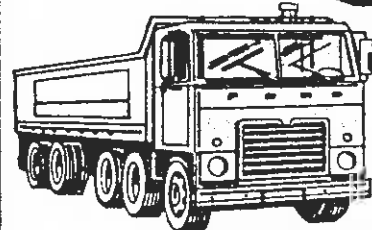
FAX: 72 4320

LOT 1, 96 BLAKELEY RD,
CASTLEMAINE

BENDIGO SCHOOL OF MOTORING

(Heather & Ted Cameron)

**CARS, TRUCKS &
HEAVY ARTICULATED**



41 3033

10 Duncan St., Bendigo

THE WEARING OF SEATBELTS IN HEAVY VEHICLES

BY Lieutenant A.K.T. Faithfull, OC 85 Tpt Tp

Introduction

Available statistics on heavy vehicle accidents are not sufficient by themselves to clearly determine the effects of wearing seatbelts in heavy vehicles. Some facts are available however, when combined with the few statistics that are available, clearly indicates that the wearing of seatbelts in heavy vehicles is likely to reduce the wearers chance of death or injury in an accident.

Aim

The aim of this article is to briefly discuss the pros and cons of wearing seatbelts in heavy vehicles and, from this, draw a conclusion and make recommendations.

State/Territory Road Law

With the exception of New South Wales, every State and Territory requires the wearing of seatbelts, when fitted, in heavy vehicles. In New South Wales, drivers of lorries with an unladen mass greater than two tonnes are exempt from wearing seatbelts. The reason for this exemption is unclear. However indications are that legislation in New South Wales is likely to be amended in the near future to remove this anomaly.

Roles of Seatbelts

The role of a seatbelt in a heavy vehicle is significantly different from that of a passenger car or small vehicle. As cars are smaller and lighter than trucks, they tend to suffer far greater deceleration as the result of road accidents. Seatbelts in cars are designed and built to safely restrain the wearer when a force of up to 20' g' is applied.

Due to their greater size and weight, trucks are unlikely to be subjected to large 'g' forces. For this reason seatbelts in trucks are designed to withstand a maximum deceleration of only 9 'g'. Accordingly, sash seatbelts are not mandatory in trucks, as the occupant's upper torso is less likely to impact the dashboard or steering wheel as the result of an accident.

The major role of a car seatbelt is to prevent the wearer from being thrown around the vehicles' cabin in the event of an accident. While a seatbelt in a truck also performs the same function, its primary role is to keep the driver securely in his seat during any emergency manoeuvring. The position of the driver and the design of the seat in almost all prime movers and heavy vehicles is such that the driver, if he is not wearing a seatbelt, may easily be dislodged from his seat during an emergency.

The Rollover Argument

Many heavy vehicle drivers, both civilian and military, are of the opinion that seatbelts in trucks are not only unnecessary, but potentially dangerous. A common argument in support of this belief is that in an accident where the vehicle overturns, the driver is prone to being crushed because being strapped to his seat prevents him getting his body below the level of the dashboard.

Rollovers make up less than eight percent of total accidents involving heavy vehicles. So were the above argument true, there is still another 92 percent of accidents where a seatbelt is likely to be beneficial to the wearers safety. Furthermore, the argument has no basis in fact. In a typical semi-trailer rollover, it is the trailer that rolls over first, pulling the prime mover over with it. As the roll starts from the rear end of the combination, a whiplash effect takes place and when the prime mover rolls, it does so very quickly. Centrifugal force therefore holds or pushes the occupants toward the outside of the roll.

In the case where the vehicle rolls to the left, the driver is held against the door and would therefore not be able to throw himself to the supposed safety of the floor anyway. Were the vehicle to roll to the right, an unrestrained driver is liable to be thrown across the entire width of the cab. A driver wearing a seatbelt in the same position would find his torso pushed

sideways toward the horizontal; a relatively safe position given the circumstance.

It is evident that a driver would have a far greater chance of survival in a truck rollover if he were wearing a seatbelt.

Conclusion

No reasonable argument can be found to support the idea that seatbelts in heavy vehicles are likely to do more harm than good. Indeed the available evidence indicates the opposite. Heavy vehicle drivers and their passengers are less likely to be injured or killed as the result of a road accident if they are wearing a seatbelt.

Conclusion

No reasonable argument can be found to support the idea that seatbelts in heavy vehicles are likely to do more harm than good. Indeed the available evidence indicates the opposite. Heavy vehicle drivers and their passengers are less likely to be injured or killed as the result of a road accident if they are wearing a seatbelt.

Recommendation

It is recommended that the Army continue to enforce the present regulations in regard to the wearing of seatbelts in heavy vehicles.

- Sources: 1. Telecon LT Faithfull/Mr. S. Gilpin, Design Engineer, Federal Office of Road Safety of 18 Sept'89
2. Telecon LT Faithfull/CDI AST of 18 Sep 89
3. Telecon LT Faithfull/Mr. L. Glynn, Principal Engineer, Federal Office of Road Safety of 21 Sep 89.

A network spanning a Continent...



ROAD'n RAIL

Whether it's across town or across Australia TTS TRANSPORT will forward your goods, quickly and economically. SPECIALISTS IN ROAD AND RAIL FORWARDING... WITH LOCAL AND NATIONAL DEPOTS THROUGHOUT AUSTRALIA.

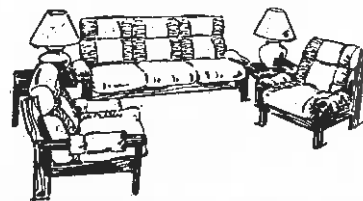
AGENTS

- ALBURY/WODONGA • TULLY
- CHARTERS TOWERS
- CLONCURRY • HUGHENDEN
- JULIA CREEK • KATHERINE
- INGHAM • AYR
- PROSERPINE • RICHMOND
- INNISFAIL • BOWEN



Eastwood Upholstery

COMPLETE RECOVERING SERVICE
FOR HOME, HOTEL, OFFICE, RESTAURANT.



• LOUNGE SUITES — OFFICE FURNITURE
HOTEL BOOTHS — COMMERCIAL

• LARGE SELECTION OF FABRICS,
LEATHER, DESIGNER & DECORATOR
RANGES

FABRICS BROUGHT TO YOUR
HOME • OFFICE • BUSINESS

FREE
NO
OBLIGATION
QUOTES

(08) 271 8094

AFTER HOURS: (08) 339 5514

1 BELGRAVE COURT,
PARKSIDE. S.A. 5063.

NORTHLINE FREIGHT MANAGEMENT PTY LTD

Specialising in:

FREIGHT DISTRIBUTION & STORAGE
ADELAIDE & BRISBANE
TO THE NORTHERN TERRITORY

Phone:

(08) 349 6111

1181 Churchill Road Extension
CAVAN
SA. 5094.

CLEVELAND FREIGHTLINES PTY LTD

EXPRESS & GENERAL CARRIERS
TO
PERTH, MELBOURNE & SYDNEY
ALSO
SYDNEY TO PERTH
MELBOURNE TO PERTH

Phone:
(08) 268 2499

Fax: (08) 243 2590

13-15 WIRRIGA STREET,
REGENCY PARK. S.A. 5010.

SUSPENSION TUNING & WHEEL ALIGNING SPECIALISTS EXPERTS



HAMMERSMITH

17 Years Experience



- ALIGNING SPECIALISTS
- LATEST COMPUTER EQUIPMENT
- FRONT SUSPENSION REPAIRS
- POWER STEERING
- FULL BRAKE SERVICE

HAMMERSMITH WHEEL ALIGN
(08) 349 5855



464 MAIN NORTH ROAD,
BLAIR ATHOL. S.A. 5084.

(OPPOSITE DICK SMITH ELECTRONICS PTY. LTD.)

ACONCAGUA — WATCHMAN OF ROCK

by Captain Lou Zamberlan

In early December 1989, the Army Alpine Association mounted an expedition to Argentina to climb Cerro Aconcagua by the north west ridge. Of the sixteen members of the expedition two were RACT; Private Eban Jefford from 1 Transport Squadron and myself from 33 Terminal Squadron.

Cerro Aconcagua is, according to the latest official survey, a 7021 metre peak in the Cordillera de los Andes in the west of Argentina. It is the highest peak in both Americas, the southern and western hemispheres and the highest peak outside Asia.

Expeditioners met at Randwick Barracks on the 14th December to check and pack personal and group equipment. A day later we flew by civilian airline to Buenos Aires. The boredom of the long flight and jet lag were soon forgotten after several very long evenings in the city known as the "Paris of the South." Part of the daylight hours were spent sorting and checking mountaineering equipment, fuel stocks and issuing Australian Wool Corporation sponsored high altitude garments.

At Puente Del Inca the equipment was loaded onto a mule train for the long journey to Aconcagua Base Camp, commonly known as Plaza del Mulas. The access trail wound up the Horcones River valley for over forty kilometres to a base camp at an altitude of 4200 metres.

Acclimatisation is the slow process of exercise and gradual altitude gain to allow the human body to adjust and cope. Too rapid a gain in altitude can lead to the potentially fatal condition, AMS (Acute Mountain Sickness). The number of graves in the Aconcagua Climber's Cemetery are a stark reminder of what can happen to those who ignore the effects of high altitude.

A cheap bus ride took us to the small settlement of Las Cuevas where we climbed a ridge to 4000 metres to view the famous statue of Christ the Redeemer standing astride the Argentine - Chilean border.

On Christmas Eve we set off up the Horcones Valley towards Aconcagua. Our first obstacle was a barefoot crossing of the near frozen Horcones River which resembled a huge stream of chocolate milk; the water being discoloured by the vast quantities of red silt being washed down from the glaciers.

The first camp site was situated at a place called "Confluensia" at the junction of two raging, glacier fed rivers. To reach the campsite we were faced with the choice of a hazardous jump across a chasm or a flying-fox ride across the torrent. The latter had been constructed by a Japanese expedition in 1988 to ferry their motor bikes across.

Fortunately another choice presented itself before we had to commit ourselves to a crossing. An enterprising local had constructed a removable bridge and for the price of a can of the local beer, at (US\$5 per can), you could use his bridge. Once the alternatives were considered the \$5 seemed a fair price.

Christmas Day was spent sleeping, eating or climbing the rugged trail up to the glacier for a view of the awesome south face of Aconcagua. This steep, dangerous and avalanche-swept face is one of the great mountaineering challenges of the world. Luckily we were only looking.

Early on Boxing Day morning we slowly climbed out of the Confluensia gullies and up onto the moonscape of the upper Horcones valley. The eerie silence was shattered by the occasional passing of a flight of several Lama helicopters used by the Argentine Army Alpine troops to ferry building materials to a site near base camp. The authorities were constructing a large hostel to accommodate climbers rather than let them wander unchecked in and out of base camp; a further attempt to impose control on civilians in this region.

Base Camp! An unbelievably unpleasant piece of real estate situated on loose glacial moraine at an altitude of 4200 metres.

Here, scores of tents and hundreds of climbers from all over the world start their journeys to the summit. To have reached this far and still be healthy is quite an achievement.

The tent sites with their protective rock walls are surrounded by piles of past and recent human waste, deposited without thought to health or hygiene; a time-bomb just waiting to go off.

Expedition members spent four to five days in base camp slowly regaining strength and acclimatising. On New Year's Eve, we began the load carries to stock the higher camps needed for the summit bid. Each climber carried around 4 kg of personal survival gear, four to six litres of water and up to 16 kg of tents, fuel and high altitude rations.

During the first series of carries to Camp I (Camp Antarctica) our group was responsible for the rescue of a German climber. He had climbed too high, too fast, too soon. When we reached his tent he was dark blue and dying. We formed a rescue team and carried him down to base camp in a matter of hours where he was placed in the care of several doctors including our own expedition doctor.

Aconcagua "kills" an average of six to eight climbers per annual three month climbing season, usually due to poor acclimatisation, insufficient preparation and bad weather. In all, we were responsible for rescuing five climbers who otherwise may have died.

As the rescue brought all our team into base camp for New Year's Eve we threw a party for all of base camp. It was such a success that the Mendoza newspapers, some 200 km away reported it.

Some two and a half weeks after arriving at base camp, our first team was established at Camp II (Camp Berlin, 5800 metres). This camp consisted of six well stocked high altitude tents sited on a spur below the main summit pyramid. It would be from here that most of our successful summit attempts would begin.

The initial attempt for the summit began on 5 January in fine but freezing (-20 degrees C) weather. Some twelve hours after leaving Camp II, the group of six climbers returned having placed five on the summit and rescuing two American climbers severely affected by AMS, on the way down.

The following day, the two RACT members, Eban Jefford and I made our attempt. We left Camp II around 8.30 am in temperatures around -30 degrees C. The long climb up the summit ridge consisted mainly of step after mechanical step, painful breathing and mind in neutral.

We kept a constant watch on each other for signs of frostbite and the onset of AMS. At 6200 metres, just below Independencia hut (Camp III) we came across a Japanese climber lying on the rocks near death from AMS. She was frothing at the mouth and having severe convulsions. Eban climbed back down to get help from the remainder of our team at Camp II while I climbed on to contact the leaders of her party. Eventually our rescue team arrived and began to lower her down, the constant convulsions making it very difficult to carry her safely. Meanwhile I had reached the rest of her party. The team leader and several others chose to continue climbing.

After this incident Eban and I climbed on. We crossed the windy exposed "Big Traverse" where the wind chill factor was below -60 degrees C. Next we faced the real technical mountaineering problem on this route, the "Canaleta"; a steep boulder-filled gully leading to the summit. To climb this loose boulder filled gully at sea level would be a problem, to climb it at 6500 metres in sub-zero temperatures is near suicidal. It is at this point that most climbers reconsider their priorities and often turn back.

Two thirds of the way up the Canaleta, at about 6800 metres AMS finally stopped Eban. He decided to wait for me and I continued climbing.

The summit at 7021 metres consists of a small plateau with a cairn surmounted by an aluminium cross festooned with religious objects as thanks from grateful climbers. The mandatory photos were taken and views as far as the Pacific

BETAR

BITUMEN CONTRACTORS

ALL TYPES OF
BITUMEN WORK
NO JOB TOO SMALL
NO MINIMUM CHARGE

384 3563

24 HAGEN CRS., HACKHAM WEST

47 5534

52 LEE TCE ROSEWATER

SOUTHERN SUBURBS

PETE SMITH'S CRASH REPAIRS

- INSURANCE
- PRIVATE
- PANEL & SPRAY PAINTING
- LOAN CAR AVAILABLE



**FOR FREE OBLIGATION
QUOTE I COME TO YOU**

381 8679 AFTER HOURS
326 1983

CNR LISTON & BRODIE RDS.,
LONSDALE

FRED VELLA TYRES

WHEEL ALIGN

- COMPUTER BALANCING
- BATTERIES
- RETREADS
- BRAKES



CRASH REPAIRS
RAA RECOMMENDED
FREE LOAN CAR



EDWARDSTOWN
276 3177



**FRED VELLA
CRASH REPAIRS PTY. LTD.,
989 South Rd, Edwardstown**

ARTEK INDUSTRIES PTY LTD

Specialists in

- OFFICE REFURBISHMENT
- DEMOUNTABLE PARTITIONS
- FEASIBILITY STUDIES
- DESIGN & SPACE PLANNING
- ACOUSTIC SOUND & FIRE RATED WALLS
- BUDGET PLANNING
- SHOP FITTING

For further details

(08) 371 1136

FAX: (08) 371 123

**24 MAPLE AVE.,
FORESTVILLE 5035**

Builder's Licence G46712

Ocean enjoyed. The approach of ominous black clouds convinced me it was time to leave.

The descent was worse than the climb up the Canaleta. In the desire to lose altitude as quickly as possible caution is thrown to the winds and chances are taken leaping down from boulder to boulder. Some of the boulders had plaques, photos or crucifixes dedicated to dead climbers - all victims of the Canaleta.

Eban and I descended to Camp II. Lack of oxygen due to altitude affected us and we stumbled into Camp II some twelve hours after we had left.

The next day, we left our tents as the following summit group was moving up. Over the next few weeks there were several more successful summit attempts. Eban tried several more times to gain the summit only to be turned back by AMS.

By mid January, the mountain was almost clear of climbers, except for a small team who had found the climb from Camp II to the summit too long and moved up to occupy Camp III at Independencia from where they tried for the top.

When all members were safely off the mountain, we analysed our expedition. Most expeditions to Aconcagua enjoy a success rate of one climber in three reaching the summit, one climber in sixteen dying on the mountain. Our expedition managed eleven out of sixteen climbers on the summit, no serious sickness or injuries and no fatalities.

Our success was due to a number of factors. Prior preparation and planning, solid leadership, a conservative acclimatisation schedule, enthusiastic participation by members and a lengthy period of fine weather.

An end-of-expedition dinner officially closed the group activities. The next day we split up to go our various ways.

Aconcagua, Watchman of Rock, was left to the winds and the condors.

THE REGULAR DEFENCE FORCE WELFARE ASSOCIATION FIGHTS ON FOR YOU

The RDFWA is a team of unpaid volunteers, all regular and ex-regulars, from all ranks of the three Services. For over 30 years their only aim has been the preservation and improvement of the well being of all Regular Servicemen and their families, past, present and future.

This is achieved partly by lobbying at the National level, for example, recently the RDFWA:

- for ex Regulars, convinced Government that a 2% impost on DRFDB retirement pay constituted a breach of contract, it was removed;
- for serving Regulars, forced Government to admit to the inequity of the Medicare levy being applied to Regulars (without children) whose spouses worked, it was discontinued; and
- for current and future Regulars, submitted to the DFRDB Review Board a comprehensive "log of claims" which, if accepted, will remove the plethora of anomalies and inequities contained in the present scheme.

The other facet of RDFWA work is the provision of assistance to members who need individual help in a wide range of matters. Inter alia, it is from this work that the association has gained its first hand knowledge of DFRDB problems from the recipients' viewpoint; experience not available to serving personnel staffs.

All members are kept informed, and provided with a medium to express their views through the issue of our quarterly magazine "Camaraderie."

Please consider joining with a tax deductible \$15 or, join your spouse for just \$7.50 tax deductible. This will enable RDFWA to keep on keeping on, for you and your family.

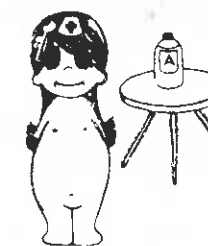
PROLIFT TOYOTA

- SALES
- HIRE
- PARTS
- SERVICE
- USED

83 Cavan Road,
Gepps Cross. SA. 5094.
Ph: (08) 349 6666

love is ...

giving a Pint of
Blood for ...
someone
who needs it!



Enrol Now ...
as a Blood Donor



- LEAD WIPING
- METAL FINISHING
- CUSTOM PAINTING

GENERAL CRASH REPAIR
SPECIALISTS

F.T.A.

MOTOR BODIES & CRASH REPAIRS

349 7671

PHONE TONY FOR
ENQUIRIES

Unit 1 No. 9 McGowan St,
POORAKA



ACE BITUMEN CONTRACTORS PTY. LTD.

HOTMIX SUPPLIED & LAID
COMMERCIAL & RESIDENTIAL

- ★ SUBDIVISIONS
- ★ CAR PARKS
- ★ TENNIS COURTS
- ★ DRIVEWAYS
- ★ UNDERCROFTS

349 8088

Fax: 349 8065

MOBILE TEL SERVICE

018 821 096

ACE BITUMEN
CONTRACTORS PTY.LTD.

5/6 Acorn Rd,
DRY CREEK 5094

PRESIDENTIAL THOUGHTS

MAJ D.N. Niven - Museum President

To most, the Corps Museum is an institution that they visit when on course at the Army School of Transport (AST).

This often leads to the mistaken perception that the museum is owned by AST. Nothing could be further from the truth. The museum provides an historically based CORPS collection focusing on the technology, equipment and accoutrements used by Corps members in the past.

"Ho Hum," many would say, "it's interesting to look at but so what!" "Why do we go to the trouble and expense of maintaining a museum?"

These are good questions to ask particularly as many people do not have an interest in matters historical, so why do we do it?

No one can deny the value of keeping a record of past events. The written word has been the traditional method of doing this. Libraries, the repositories of this written word, have been important for many centuries and the destruction of such institutions along with other activities such as book burning have long been regarded as major crimes.

Museums, like libraries are important primary sources of information on the past. They may contain both objects and archival material (in its many forms). Military museums obviously perform this function for whichever branch of the Services they are concerned with.

Our particular museum provides an archival and equipment based history of the Corps. It shows us where we have come from; the development of equipment and operational techniques over a period of time. It shows us how our doctrine was developed. It shows us our mistakes of the past so that we do not make them again. Most importantly, it shows the sacrifice made by those who served before us in many different areas of conflict.

Those who visit the museum, be they students of military history or otherwise, are able to gain a better understanding of how soldiers went about their tasks in the past.

The museum also performs an important Public Relations function. We do this either by providing displays or by simply admitting people to tour the museum. Both of these avenues are extremely popular with the general public with numerous requests for displays at country shows etc and admittances to the museum in the order of five thousand people per year.

All of this contributes to the public image of the museum and the Army as a whole. It should be quite gratifying to Corps members to know that their museum is performing an important and popular role within the community.

To achieve these aims this year we have to date participated in the following community based activities:

Seymour Street Parade
Seymour Rafting Festival
Moama Anzac Day Display
RACT Legacy Run to Canberra.

The present museum committee of management consists of the following:

President	MAJ David Niven
Secretary	CAPT Peter Morris
Redevelopment Officer	CAPT Steve Moore
Treasurer	WO2 John Gardner
Public Relations	WO2 Buck Rogers
Property Member	SGT Jenny Waldron
Curator	CPL Charlie Candy
Restorer	CPL Joe Ratcliffe

All of the positions shown are extra regimental appointments and as such the museum has no permanent staff, a situation that will have to be addressed by the Corps as the museum develops.

The museum also relies heavily on sponsorship and donations to meet its funding requirements. To this end I would invite any reader of this article to become a "Friend of the Museum". For the sum of ten dollars per year (tax deductible) you will be registered and receive twice yearly, a copy of the

museum newsletter. You will be kept informed as to how the museum's current projects are going and how the monies donated are being spent.

I hope that many of you think the Corps museum is important enough to become "Friends" for it is only with your support that we are able to restore and maintain vehicles. If you are interested, please send a cheque or money order to the value of ten dollars to the Treasurer, RACT Museum, Tobruk Barracks, Milpo, Puckapunyal VIC 3662.

Lastly it would be remiss of me not to mention the fine efforts of our Restorer, CPL Joe Ratcliffe. Joe recently undertook a marathon charity swim to raise money for Legacy. Starting at nine o'clock in the morning and finishing at three thirty in the afternoon, Joe swam non-stop for 414 laps of the Puckapunyal Indoor Pool. This effort raised over \$2000.00 for Legacy. Well done Joe.

PARTITIONS

PROFESSIONAL

340 2269

- Total partitioning solutions.
- Fast planning, designs, quotations and installation.
- Council approval and after hours installation if required.

ALSO AVAILABLE, OFFICE JOINERY, FURNITURE AND SUSPENDED CEILINGS.

THE PARTITION COMPANY
76 BACON ST., HINDMARSH

A Classical Joinery Pty. Ltd. company.

FISHER MUFFLERS

MANUFACTURERS OF
ALL MAKES & MODELS
OF CARS, TRUCK AERIAL
& EXHAUST SYSTEMS
INCLUDING
STAINLESS STEEL &
CUSTOM BUILT MUFFLERS



99 Muller Rd., Hampstead Gardens

261 1888



The Mansions

Serviced Apartments

Located in the Heart of Adelaide

- Fully equipped kitchen • Individual air conditioning
- Studio and 1 bedroom apartments • Sauna and spa
- A short walk to all shopping and entertainment
- Daily and corporate tariffs

Tariff Schedule

1 Bedroom Apartment
Single or Double \$87 per night
\$10 extra per person
GOVERNMENT RATE: \$80 per night

Studio Apartment
Single or Double \$80 per night
\$10 extra per person
GOVERNMENT RATE: \$72 per night

Daily parking must be booked \$6 per day



21 Pulteney Street, Adelaide, S.A. 5000.
Ph: (08) 232 0033 Toll Free: 008 888 292
Fax: (08) 223 4559 Telex: 87217

*Prices subject to increase 1st April

BIANCHI MOTORBODY REPAIRS & RESTORATIONS

- RAA Approved Repairer
- Insurance & Accident Repairs
 - Rust Repairs
 - Rust Proofing
- Glasurit 2-pack paint systems
Quality Efficient Service

Phone:

(08) 332 6818

653 Magill Road, MAGILL S.A. 5072

Fax: (08) 364 3593

HANCOCK & JUST WHEEL ALIGNMENT SPECIALISTS

TRUCKS TRAILERS AND CARS
ELECTRONIC BALANCING
& SUSPENSION REPAIRS

HENDRICKSON REPAIRS

539 Grand Junction Rd,
WINGFIELD

Phone:
349 4711
349 4710

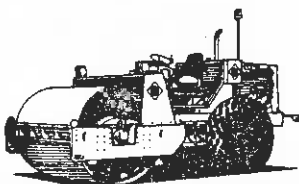


AJC SALES & SERVICE

SCATTRAK
Skid Steer Loaders

SKYTRAK
Rough Terrain Forklifts

BITELLI
Rollers Pavers Profilers



BAIONI
Crushing Plants

BERNARDI
Asphalt Plants

VENIERI
Loaders-Backhoes

347 1498

4 BOWYER ROAD WINGFIELD. SA.

CAREER ADVISERS AND YOU

It should be common knowledge by now that the soldier management role of Heads of Corps (HOC) is now performed by Career Advisers (CA) within the Soldier Career Management Agency (SCMA).

The RACT CA team is headed by CAPT Graeme Moffatt. He is supported by WO1 Reg Jones and WO2 Ray Wombold. Capt Moffatt is known to the Corps for his work as WO1 Soldier Management for the period 1987-89. In late 1989 he accepted a PSO Commission and has stayed on to head the RACT CA team for 1990. As well as overall responsibility for the management of the careers of the almost 2,500 RACT soldiers CAPT Moffatt personally manages the careers of all worn rank WO1 and incumbents of key WO2 positions.

WO1 Jones was the Supervisor Personnel Management Group within CARO throughout 1989 and as part of the CA RACT team he is now responsible for the careers of all SNCOs and WO2 (other than those WO2s managed by CAPT Moffatt).

WO2 Wombold is the new member of the personnel management team. He came from 5 Tpt Sqn to takeover the management of the careers of all PTEs and CPLs within the Corps.

What The CA RACT Team Can Do for You

As your career managers, CAPT Moffatt's team is responsible for: the panelling of promotion courses (other than Subj 1 CPL), - ensuring that you are exposed to the different areas within the Corps that prepare you for your next promotion and ensuring that the limited number of RACT personnel available fill the Corps vacancies as efficiently as possible.

Panelling of Courses

Nominations for Subject 4 CPL are forwarded from units to SCMA. WO2 Wombold selects the panel from unit nominations. To be eligible for selection, members must meet the course pre-requisites. WO1 Jones is responsible for the panelling of all Subj 4 for SGT/WO and Subj 2 for WO courses. The primary considerations when panelling these courses are the time in rank, merit and Subj 3 being a pre-requisite for these courses. Both CAPT Moffatt and WO1 Jones combine to identify RACT nominations for Subj 1 for SGT and WO. The RISC and RSM course nominations are also handled by the CA RACT team.

Posting of Soldiers

The posting of RACT soldiers is the most time consuming function of the CA team.

Some of the many considerations taken into account when posting soldiers of all ranks, are - the need to expose the member to the areas within the Corps that will prepare him for his next promotion and the need to fill as many of the Corps positions as possible with the limited number of soldiers available.

What You Can Do To Assist Your CAs

As an individual you can assist your CAs with the management of your career by ensuring that you have a correctly compiled Posting Management Information Soldiers (PMIS) form lodged with SCMA. This form must be updated as your circumstances and/or preferences change. Once panelled for a course you must ensure that you pass the course with the highest grading of which you are capable.

As a commander (at all levels) you can assist the CA team to manage the careers of your soldiers by ensuring that each member is given the chance to be panelled on his next promotion course by meeting all the course pre-requisites (including Subject 3 education). Subject 3 education for both SGT and WO are unit nominated courses and are required prior to attendance at all other promotion courses for that rank. Many ECNs require Subject 3 for SGT prior to attending a Subject 4 CPL so commanders need to be aware of the educational qualifications of their soldiers at all levels. You are the first point of contact for the soldier who wishes to be reposted so you can save the soldier some disappointment and the CA team much time by asking a couple of simple questions before

sending the Application for Repost to SCMA for example:
- Has the soldier been in his current location for at least two years?

- Is there a position for the soldier in his requested location?
- Can the unit operate with the vacancy that may eventuate on the soldier's posting?

If the answer to any of the above questions is 'NO' then it is unlikely that the posting will be approved.

If in doubt, have your SSM/CSM/RSM contact the CA team prior to submission of the Application for Reposting.

Unit commanders can assist CAs by ensuring that accurate and honest Confidential Reports Soldiers (PR66) and Applications for Re-post/Re-allocation (PE166) are forwarded to the CAs promptly. Inflated reports and over rated comments on PE166s tend to give the soldier an inconsistent reporting history and may lead to the soldier being posted to a position beyond his or her capabilities; it may also give the soldier the false expectation that the application will be approved.

The Manning of The Corps' Most Valuable Asset - You.

The soldiers of our Corps are without doubt the most valuable asset that we have. At this point they are also a diminishing asset. The problem of retention within RACT reflects that of the Army as a whole and the answer to the question of how to retain soldiers is not a simple one.

It is recognised that the four primary reasons for soldiers electing discharge are:

- conditions of service
- job satisfaction
- family support
- career management

Of these your CAs can help in only one area, that of career management. Career management for PTE soldiers to the rank of CPL is primarily the responsibility of unit commanders. Your CA team attempts to ensure that each PTE soldier is exposed to a RACT Land Command unit early in his career and in the case of female soldiers the team attempts to give her exposure to a large RACT unit such as AST or one of the larger Logistic Companies as a start to her career.

Once promoted to the rank of CPL future postings are aimed at giving each soldier exposure to the different areas of the Corps that will assist in making him or her competitive for promotion to SGT. As previously stated by the Corps RSM in this magazine, a posting to 1 RTB as a Recruit Instructor at either the CPL or SGT level will stand all RACT soldiers in good stead in terms of being competitive for promotion and for postings to key positions.

Again, postings for SNCOs and warrant officers are aimed at preparing them for their next promotion along with meeting the requirement to fill RACT positions within the Service.

The above career plans are often affected by special posting requests, failure on promotion courses and failure to gain the educational prerequisite for other promotion courses for the next rank. These areas are the soldier's responsibility and it is apparent that members who do not experience any of the above restrictions progress through the ranks quicker and are happier with their careers.

Conclusion

In conclusion CAPT Moffatt and his small team of CAs attempt to give every soldier within RACT the chance to reach their true potential. Often this task is hampered by special posting requests, failure on promotion courses, failure to gain unit nominated qualifications and inaccurate reporting by commanders. The aim of the CA RACT team is to retain soldiers within the Corps and at the same time meet the Corps responsibility to meet its manning liabilities. It is only if we all do our share that our soldiers are going to seek and attain a career in our Army.

TOP TRANSPORT



- ★ GENERAL FREIGHT AUSTRALIA WIDE
- ★ LOCAL CARTAGE
- ★ HEAVY HAULAGE & STEEL TRANSPORTATION



- ★ SPECIALISED LOADING & EQUIPMENT



- ★ METROPOLITAN CAR CARRYING



- ★ INTERSTATE CAR CARRYING

PORT AUGUSTA
(086) 42 3400

FAX: (086) 41 0165

DEPOTS: SYDNEY—NEWCASTLE—BRISBANE
—PORT AUGUSTA—ROXBY
T.O.P. Transport Group Pty. Ltd.
TARCOOLA RD., PORT AUGUSTA

TORRENS VALLEY COACH LINES PTY.LTD.

- ☆ INTERSTATE
- ☆ COUNTRY
- ☆ LOCAL



- FLINDERS RANGES & NORTHERN TERRITORIES
- SCHOOL CAMPS, MEALS SUPPLIED
- SAFARIS AND SENIOR CITIZENS TOURS
- CLUB DISCOUNTS

337 3947

DEPOT & WORKSHOP,
3 PATTINSON RD.,
NEWTON
After Hours 337 0309



Friendly Coach Captains

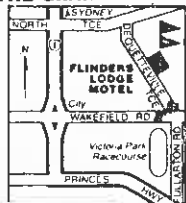
Flinders Lodge Motel Adelaide



Ideal for business people
1.5 km from city

"SITUATED ON BRABHAM STRAIGHT OF THE GRAND PRIX"

- LICENSED RESTAURANT
- DIRECT DIAL STD/ISD PHONES
- NIGHT PORTER



- FLAG
- GUEST LAUNDRY
- SWIMMING POOL
- ROOM WITH SPA AVAILABLE

332 8222



Flinders Lodge Motel
FAX 332 8590 TELEX 82376 FLNLDG
27 DEQUETTEVILLE TCE., KENT TOWN

DIFFS ADELAIDE DIFF CONVERSIONS

ALL TYPES OF DIFFS REPAIRED

Ford 8" & 9" Diffs to suit
most vehicles

Axles to suit (28 & 31 Spline)

Axles Resplined

Diff. Housing Straightening

New Gears—Ration Changes

Wheel Stud Pattern Changes

Commercial Vehicle

Conversions

322 2522

UNIT 2, LOT 22 LINDSAY RD
LONSDALE



ADELAIDE BIN & PALLET CO PTY LTD

Manufacturers of
CUSTOM MADE & SPECIALISED

PALLETS

FOR LOCAL & EXPORT
CRATE & BOX MAKING

ALL SHAPES & SIZES

187 South Terrace
WINGFIELD S.A.

Phone:

(08) 45 9000

(08) 45 9504

Fax: (08) 347 0302

ARMY DETACHMENT ANARE 1948-1990

by Captain R. Jones

On the morning of 3rd March 1948, Landing Ship Tank (LST) 3501 departed Hobart on route to Macquarie Island with a view to setting up an Australian sub-Antarctic base. Onboard the LST was an Australian Army DUKW, commanded by then Captain E.L. (Laurie) Stooke, which was to be used to transfer supplies and construction materials from ship to shore. So began the Royal Australian Army Service Corps involvement with the resupply of Australia's sub-Antarctic bases. 1953 saw the first DUKWs on mainland Antarctica with a landing at Mawson Station. From 1948 to 1990 the Royal Australian Army Service Corps, later RACT, has provided continuous support to all the Australian Antarctic and sub-Antarctic Bases.

The Army Detachment to the Australian National Antarctic Research Expedition (ANARE) until 1986 was a Logistic Command unit based in Melbourne. In June 1986 the Army Detachment ANARE was moved to Woolwich in Sydney and placed under command of 10 Terminal Regiment.

Travelling to and from these bases, ships have to sail some of the most fierce seas of the world. This coupled with freezing conditions makes for a very harsh working environment for both man and machine. Sub-zero temperatures are normally experienced, with windchill factors dropping the temperature to as low as -50C in some areas during the summer months, which is when resupplies are conducted. These freezing conditions have obvious adverse effects on the equipment taken South.

From 1948 to 1970 DUKWs were the amphibious craft used by the Army Detachment ANARE. 1970/71 saw the first trials of the Lighter Amphibious Resupply Cargo 5 tonne (LARC V) in Antarctica which, with some modifications, proved to be a fairly reliable craft under the conditions. Of note is that the late LtCol V.R. Andrae was the first OC of the Detachment to test the LARC V in Antarctica as well as being the last to operate DUKWs.

The LARC V has proved to be much more reliable than the now outdated DUKW due to increased mobility, strength and seaworthiness. To give an example of the troubles faced by those early DUKW detachments, below is an excerpt from a post operation report written by 2LT D.F. Solomon after the 1957 Macquarie Island resupply.

REPORT BY 6/811 2LT D.F. SOLOMON ON AMPHIBIOUS OPERATIONS AT MACQUARIE ISLAND - DECEMBER 1957

1. THALA DAN departed MELBOURNE 1130 SAT 7 DEC. Trip uneventful and seas calm. MACQUARIE was reached in four days and three hours. WED 11 DEC
2. Arrived at 1430 WED 11 DEC. DUKWS were unloaded under difficult conditions. Vehicle No 144552 was holed in aft compartment during the unloading. Reached shore (approx ¼ mile) with all pumps working and crew manning emergency hand pump. Plate was welded over the hole and vehicle resumed operations after two hours delay. Operations continued until 2230 hrs. Last three runs were made in the dark. Conditions were bad and unloading difficult. Vehicle No. 144553 had the side windscreen shattered during unloading alongside. THU 12 DEC
3. Operations commenced at 0539 hrs. Conditions bad. Both vehicles received minor damage alongside. Hulls were dented and fenders ripped off. Rear combing of the cargo compartment on both vehicles was buckled. Conditions deteriorated and operations ceased at 1230 after LT TONAGH made a run to the ship through heavy seas carrying personnel. FRI 13 DEC
4. Conditions good. Operations commenced at 0630. Fair progress was made during the day. Vehicle No. 144552 developed an oil

leak. On examination it was found that the rocker cover gasket was faulty. No spares were carried. These gaskets had not been ordered previously and we did not anticipate trouble with them. CPL EVANS made a satisfactory gasket by laminating two pieces of material. We had no further trouble. Operations continued until after dark.

SAT 14 DEC

5. Operations commenced at 0630. Conditions fair. At 0930 it was decided to attempt a landing at -HURD POINT using pontoons. Ship departed BUCKLES BAY at 1000. LT SOLOMON accompanied the party to survey the beach at HURD POINT with a view to using the DUKWA there. LT TONAGH and CPL EVANS remained with the vehicles at the main camp and carried out servicing. Attempt at HURD POINT was abandoned when conditions deteriorated and ship returned to BUCKLES BAY arriving at 1500. On the first run back to the beach vehicle No. 144553 broke down outside the reef. Unable to start the vehicle again LT TONAGH dropped the anchor. CPL EVANS went to his assistance with 144552 but on his way out his wheels hit a rock and the steering pin was broken. CPL EVANS managed to beach the vehicle. LT SOLOMON with the crew of the ships boat towed 144553 out to the ship with the launch. CPL EVANS replaced the broken pin and drove out to the ship. LT SOLOMON took over 144552. It was very difficult working on the vehicle alongside ship and the condition of the sea made it impossible to lift the vehicle on board. After several hours the motor was started but it indicated that the head gasket was blown. As we found out later both the head gasket and manifold gasket were blown. The carburettor and battery were also changed. Before dusk LT SOLOMON made a run to the beach in 144552 with the leader of the Expedition P.G. LAW. It was decided to try and tow the other vehicle to the beach rather than leave it alongside all night. The weather indicated that the ship might have to leave the harbour. During the run back to the ship both windscreen wiper rotor arms were carried away by the heavy seas. After some 30 minutes the vehicles were coupled together by using a brake-slip and shackle and a side tow was commenced. LT TONAGH and CPL EVANS were on 144553 and P.G. LAW assisted LT SOLOMON who drove 144552. The ships motor boat stood by in case the tow had to be abandoned. Progress was slow and both vehicles were subjected to a severe pounding. This resulted in the tow parting and the front lifting eye was broken and a piece torn out of the hull of 144553. Another attempt was made to shackle the vehicles together but this failed. While getting 144552 into position for a rear tow, 144553 drifted very close to the rocks. The situation was saved by the ships boat which picked up a line from the DUKW and although it could make no progress against the heavy seas the DUKW was held until the other vehicle could pick up a short rear tow. This was finally successful and the tow to shore recommenced. The conditions were not favourable for a rear tow but fortunately the vehicles came into line at the last moment and both passed through the gap in the reef. The vehicle was beached and then winched onto high ground. SUN 15 DEC
6. Weather fair. LT TONAGH operated 144552. LT SOLOMON and CPL EVANS worked on 144553. The head was stripped down and the gasket replaced.

The conditions and hazards have not changed from those experienced in 1957, however, the operations in Antarctica have become less susceptible to mechanical failure since the inception of the LARC V. This certainly does not mean that there are no mechanical failures experienced.

The Army Detachment ANARE has provided invaluable service to the Australian Antarctic Division over the last 42 years, much of which has been over and above that expected of any soldier. Take for example the grounding of the Danish ship, MV NELLA DAN, on 3 December 1987 at Macquarie Island. Three LARC Vs and crews braved extremely large seas to rescue passengers from the crippled ship. Luckily ships do not always sink in Antarctic waters, however the everyday working conditions requires personnel to draw on their pro-

TRIMBOLI PLANT HIRE SERVICES

earthmoving

Established over
a quarter of a
century

- * BOBCATS, BACKHOES,
- * MINI & LARGE HYDRAULIC EXCAVATORS & ROCK BREAKERS
- * BULLDOZERS, GRADERS,
- * RUBBER TYRED & TRACK LOADERS ETC.
- * TIP TRUCKS & LOW LOADERS
- * AVAILABLE FOR HIRE WITH EXPERIENCED OPERATORS

PHONE 7 DAYS A WEEK

337 6133

After Hours 391 1544 or 391 1045

Fax 391 2233

171 O.G. Road, MARDEN 5070

DARCY TRANSPORT

PTY. LTD.

LOW LOADER SPECIALISTS



"Go Anywhere"

ALSO AVAILABLE TILT TRAY CRANE TRUCK
(8 TON CARRYING CAPACITY/3 TON LIFTING CAPACITY)

60' Extendable Flat Top

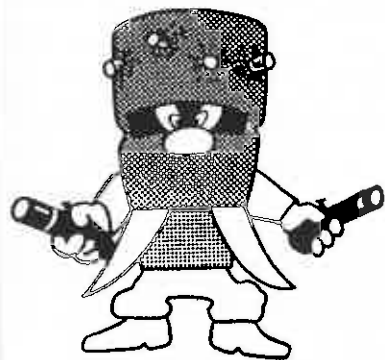
DARWIN (089) 84 3560

Fax: (089) 47 0587

After Hours: Darwin 27 7904
LOT 1862 PRUEN RD., BERRIMAH

TOP-END TYRE SALES

DISTRIBUTORS OF ALL MAJOR BRANDS



YOKOHAMA

BRIDGESTONE

DUNLOP

32 2719 or 32 3858

FAX 32 3791

STUART HIGHWAY, BERRIMAH

INCORPORATING MINING &
EARTHMOVER TYRE REPAIRS

YOKOHAMA

High Performance Tyres
For the Territory

EARTHMOVING
TRUCK
4WD
PASSENGER

**24 HOURS
7 DAYS A WEEK**

EARTHMOVING & TRUCK
ON SITE SERVICE

(089) 47 0665

FAX: (089) 47 0664

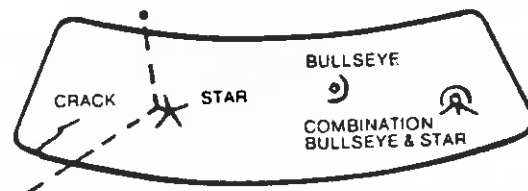
RING US FOR YOUR NEAREST
PASSENGER & LIGHT TRUCK DEALER

YOKOHAMA TYRE AUSTRALIA PTY LTD
166 COONAWARRA ROAD,
WINNELLIE. NT. 0821.

NOVUS

WINDSCREEN REPAIRS & REPLACEMENTS

SAVE MONEY!



THE NOVUS METHOD USED WORLDWIDE
WRITTEN GUARANTEE

MOBILE SERVICE—DARWIN AREA
ALSO SPECIALISING IN
WINDOW TINTING

DARWIN

**85 5004 or
85 5453**

NOVUS WINDSCREEN REPAIRS—DARWIN
2 TRAVERS ST. (CNR DICK WARD DRV)
COCONUT GROVE

fessionalism and training to complete the tasks safely and efficiently.

Over seven voyages, which extended from November '89 to March '90, the twelve members of the current ANARE Detachment successfully completed the resupply of all the Australian Antarctic and sub-Antarctic Bases. The Detachment was split into two sub-elements and travelled on separate ships. Five members sailed on the Norwegian ship, MV POLAR QUEEN, whilst the remainder sailed on the German ship MV ICEBIRD.

During the season the Detachment was required to fulfil the following tasks:

- Transfer of cargo from ship to shore at all Australian bases,
- Transfer of passengers from ship to shore at all Australian bases,
- Establishing fuel lines and maintaining patrols on these lines,
- Ice clearance from harbour areas,
- Transport of scientists to and from sites of scientific interest,
- Loading and marshalling of helicopters used in the resupply, and
- Operation of the Antarctic Division's jet barges as well as Army LARC Vs to conduct the above tasks.

During the season the Detachment also recovered two LARC Vs that were iced-in at Davis Station from the previous season. With the aid of the Detachments' integral RAEME support, the two LARC Vs were brought back on line and used extensively in the cargo operation.

As a result of maintenance both prior to and during the season only one major equipment failure was experienced during operations. Whilst at Casey Station a LARC V snapped a conrod rendering the craft untaskworthy. The craft was replaced in Hobart by the reserve LARC V and put into Hobart Logistic Company for repair. Once repaired the craft saw service on subsequent voyages.

Upon completion of the season, both LARC Vs and crews returned to Sydney and began post operation maintenance prior to standing down. Of note is that the Detachment moved over 7,000 tonnes of cargo to and from the resupply ships during the season. This is the largest amount of cargo moved by the Detachment to date. In all, the 1989/90 Antarctic resupply season was considered to be a successful operation.

The Detachment will reform in August 1990 on completion of the ANARE Phase One Selection Course conducted by Army Maritime School at Chowder Bay. The 1990/91 resupply season will see the inception of the new Australian resupply and science ship, AURORA AUSTRALIS. This ship will be used for training by the Detachment during the Phase One Course prior to the next resupply season.

S.A. AUTOMOTIVE CHASSIS & SUSPENSION REPAIRS

SPECIALIST IN RUSTED, CRACKED
AND ACCIDENT DAMAGED CHASSIS, FOR
ALL MAKES OF VEHICLES
WORK DONE TO GOVERNMENT
V.I.S. STANDARDS

46 5747



A PROFILE OF HISTORY

Thoughts and memories spanning 40 years are rekindled for Laurie Stooke at the 40th Anniversary celebration in 1988. On the right is a DUKW, similar to the one he operated at Macquarie Island in 1948. On the left is a retired ANARE LARC V renamed in Laurie's honour.

James Craig Inn & Motel

"THE GATEWAY"
TO THE SOUTHERN VALES



- 12 LUXURY UNITS
- 3 WITH 4 POSTER BED & DOUBLE SPA
- V.H.S. VIDEO IN BEDSIDE CABINET
- TARIFF INCLUDES CONTINENTAL BREAKFAST

Phone: (08) 384 6944 Fax: (08) 326 2939

MAIN SOUTH RD, HACKHAM

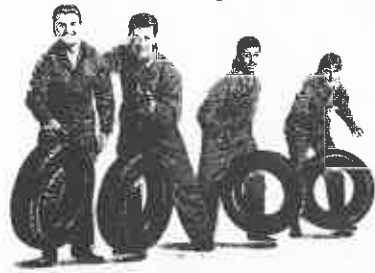
TOP END RUST & PANEL REPAIR

- AUTO RUST
- PANEL REPAIRS
- TRAILER RUST
- RESPRAYING

(089) 47 1119

New Business Address
UNIT 5-11 BOMBING ROAD,
WINNELLIE. N.T. 0820

"The best men in the tyre game,
for a wide range of tyres



BELLYTYRES

BELL TYRES PTY. LTD.

Alice Springs Fogarty Street (089) 52 1310
Darwin Winnellie Road, Winnellie (089) 84 3844
Katherine Gillard Crescent (089) 72 3582

"The best men in the tyre game."

ODD COUPLE

All Mechanical
Repairs & Fleet
Maintenance



1727 Albatross St, Winnellie

TELEPHONE

47 1274



OSTOJIC

TRANSPORT PTY LTD

BULK HAULAGE

- MACK PRIME MOVERS (20 Metre, Tipping Trailers)
- LOW LOADER
- FLAT TOP TRAILER
- WATER TANKERS
- GRADERS
- TRACKED EXCAVATOR
- FRONT END LOADERS
- BACKHOE
- D7 BULLDOZER
- MULTI-TYRE ROLLERS

83 1174

FAX 83 2264
WHITEWOOD RD.,
HOWARD SPRINGS



SUN — X GLASS TINT PTY LTD

YOUR BARRIER AGAINST SOLAR ATTACK
PROTECT YOUR

**CAR — HOME — OFFICE
...NOW**

PROFESSIONAL PINSTRIPING & DECALS

DARWIN (089) 81 5133

2 FINNISS STREET, DARWIN. N.T. 0801.

ROYAL AUSTRALIAN CORPS OF TRANSPORT
COMMANDER LAND COMMAND TRANSPORT GROUP,
COMMANDING OFFICERS

AND

REGIMENTAL SERGEANT MAJORS

1990



COL PW White
COMD LC Tpt Gp



WO1 P.J. McCloy
RSM LC Tpt Gp/9 Tpt Regt



LTCOL B.J. Hollins
CO 1 Div Tpt



WO1 R.N. McCloy
RSM 1 Div Tpt



WO1 H.M. Kamin
RSM 1 ATSR



LTCOL C.A. Fitzgerald
CO 9 Tpt Regt



LTCOL P.W. Keane
CO 1 ATSR



LTCOL M.T. Cullen
CO 10 Tml Regt



WO1 G.D. Hogden
RSM 10 Tml Regt



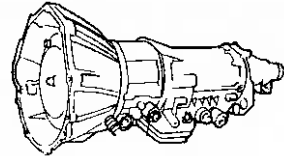
LTCOL J.B. Wilkinson
CO/CI AST



WO1 M.C. Burke
Corps RSM/RSM AST

City Automatics TRANSMISSION SPECIALISTS

- CHANGE OVER TRANSMISSIONS
- SERVICE & REPAIRS
- SPARE PARTS TO SUIT MOST MODELS
- POWER STEERING SERVICE & REPAIRS



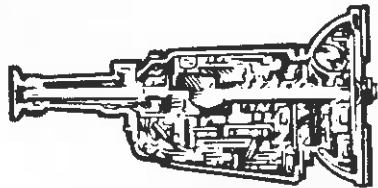
AGENTS IN
KATHERINE—JABIRU—GOVE

CITY AUTOMATIC TRANSMISSION SPECIALISTS

81 3233

FAX 81 6571
38 STUART HIGHWAY, STUART PARK
(REAR WINDSCREENS O'BRIEN)

WINNELLIE TRANSMISSION SERVICES PTY.LTD.



AUTOMATIC TRANSMISSION SPECIALIST

- SERVICING & ADJUSTMENTS
- EXCHANGE UNITS
- REBUILDING
- EXCHANGE TORQUE CONVERTORS & FLUSHING
- TRANSMISSION OIL COOLERS AND ALL PARTS AVAILABLE
- 15 YEARS EXPERIENCE

47 0012

CORNER HOOK RD & STUART HIGHWAY
WINNELLIE

BRAD GOSS BODYWORKS

BODY REPAIR SPECIALISTS

ALL TYPES OF VEHICLES

PRIVATE OR INSURANCE

81 6950

6 FINNISS ST.,
DARWIN

T N M PANEL & PAINT

- CRASH REPAIRS
- SPRAY PAINTING
- INSURANCE WORK

★ Specialising in two-part paint

85 3032

TNM PANEL & PAINT
UNIT 2 LOT 4571
INDUSTRIAL VILLAGE
DICKWARD DRV NIGHTCLIFF

CHOWDER BAY'S HERITAGE

by CAPT J.S. Hambridge

When the Corps held its inaugural parade in Puckapunyal in 1973, RACT was justly proud of continuing its responsibility for operating and maintaining one of the Army's most modern training facilities, Tobruk Barracks. What few people realize is that at the same time the Corps was, and is to this day, occupying and operating one of the Army's oldest training establishments.

Chowder Bay Barracks began military service in 1891 as the barracks for the Permanent Submarine Miners Corps of the New South Wales Defence Force. This Corps was the result of the amalgamation of the Torpedo and Signalling Corps with the Engineering Corps in 1882. So began a long and eventful association between Chowder Bay Barracks and the Army's maritime forces, whose memorial is located in the barrack grounds. This association continues today with the occupation of the barracks by the Army Maritime School (AMS).

AMS, on the foreshores of Sydney Harbour, is ideally located to carry out its roles of conducting RACT individual training for maritime related trades, and training RAEME personnel in specific maritime trades. The facilities available to conduct this training are a quaint mixture of the converted or restored barracks and new modern purpose built facilities.

Lessons at AMS are taught in classrooms steeped in history. The motivational effect on students of the mine gantry running the length of the classroom ceiling cannot be understated. Although partially refurbished these classrooms are still quite restrictive in their uses, due to Heritage Act restrictions. The heavy stone work, sombre colours and bars, grates and shutters on the windows may go some way to explaining the subdued atmosphere which attends most courses (or it could be the stress of the instruction on what are, after all, very technical trades.)

A more modern and certainly more versatile training facility is the Landship. This is a one and a quarter hectare Rail, Ship and Forklift Training Area. It has been designed to facilitate terminal trade training involving the loading, unloading and securing of cargo on vehicles, ships and trains using forklifts, cranes and ships gear. The area can be used to simulate any combination of road, rail, ship or wharf terminal.

To enable the simulation of a rail siding the Landship contains a mixture of rolling stock, comprising a 45ft Flat Car, a 20ft Wagon, a 40ft Open Wagon and a 48ft Steel Louvred Van. There is also appropriate track configurations and bogie accommodation.

The two latest additions to the rail fleet and a replacement flat car were obtained by AMS from the State Rail Authority (NSW). Like the other rolling stock, they were picked up from railway storage depots, where they sat unused and condemned, transported to the Landship and restored to a usable standard by members of the School.

The rail fleet, although not complete, has now reached the stage of development where Terminal Operator trainees can be introduced to, familiarized with and trained on the rail cars, vans and wagons they will have to work with on exercise and operations. The next stage of development will be the construction of an end loading ramp and in the future the design and construction of side loading facilities to enable training in the full range of rail terminal operations.

As the name implies, the Landship was originally constructed for training on ship's MHE and stowage facilities. For this purpose it houses a Union Purchase two and a half ton derrick and a simulated ship's hatchway and hold. It has been used for training on the operation of ship's winches, stowage and securing cargo, components of ship's gear, preparation of holds and hatches to receive cargo, duties of hatchway men and the use of a large range of cargo handling equipment.

The derrick and parts of the ship's gear dates from 1950. Although maintained in a mechanically sound condition its

very age limits the value of training that can be achieved by its use. It is hoped that upgrading the facility by using parts and equipment salvaged from the Melbourne Water Transport Unit Landship will extend the usefulness of the equipment, however there is still a gap between the training requirement and the training capability of the facility.

To overcome this a hunt was mounted for a remedy to the situation. The 18 month quest has ended with a 3 tonne Favco crane presenting itself at the Landship after languishing in an RAN depot unloved and unwanted. The crane became 'available' when it was removed from HMAS Stalwart, for servicing prior to that ship's decommissioning. Currently awaiting mounting in the Landship, it is hoped that the crane can soon regain its rightful place on a ship's superstructure, even if it is one with a very permanent view of Sydney Harbour. Its inclusion within the Landship complex will enhance the training terminal operators receive and reduce the need to expend hard fought training dollars on civilian ship hire.

The Landship facility also contains an 'On Pavement' forklift training area, a container packing area, office and storage accommodation, a refueling facility and a small road circuit. It may not be as impressive as the SDA or the Red Rooster complex, however it is just as useful as a training aid in maintaining the Corps trade skills.

1991 will mark a century of Chowder Bay Barrack's involvement in the defence of Australia. It has seen many soldiers pass through its gates, they have included engineers, miners, sigs, truckies, termites, boaties, LARCies and spanners. Since 1973 AMS has effectively contributed to the Corp's ability to remain PAR ONERI on land, at sea and in the air. At AMS -MARE VIA NOSTRA - THE SEA IS OUR WAY.

DIFFERENTIALS & TRANSMISSIONS

REPAIR & SERVICE

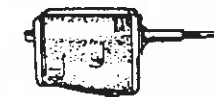
TO ALL

MAKES

OF CARS

&

TRUCKS



- FRONT WHEEL DRIVE SPECIALISTS
- SAME DAY SERVICE
- CHANGE OVER UNITS AVAILABLE
- REASONABLE RATES
- ASK ABOUT OUR CONDITIONAL GUARANTEE
- OBLIGATION FREE QUOTES AT NO COST
- COMPLIMENTARY PICK UP AND DELIVERY IN METROPOLITAN AREA, TRADE ONLY

354 8667 or 354 8684

DEAL DIRECT WITH THE SPECIALISTS:

AUTOMOTIVE

DIFFERENTIAL & TRANSMISSION
CENTRE

20 YEARS EXPERIENCE
114 GAFFNEY STREET, **COBURG**

**DARWIN
MOTOR TRIMMERS
& UPHOLSTERERS**

HOME OF
THE CANOPY MAN

Specialists in Boat and 4 X 4 Canopies and side curtains. Tarpolines, Tonneau Covers and Shades made to order.

Seating: Repairs and Replacement Cloth Inserts. *Caravan:* Annexes and Cushions. All Car, Boat, Bike and Plane interior Repairs.

**Phone (089) 81 8181
Fax: (089) 81 8102**

**17 Bishop Street,
STUART PARK N.T.**

**AL'S
PANEL SHOP
SPRAY 'N' BAKE**

PRESTIGE VEHICLE SPECIALIST

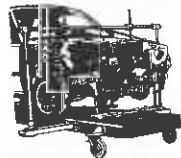
**SPIES
HECKER**

84 3425

or

84 3907

German Excellence in Auto Refinish



- CAR-O-LINER CHASSIS MEASURING AND ALIGNMENT SYSTEM
- COMMODORE BAKING OVEN FOR CONTROLLED BAKED ENAMEL REFINISHING

AFTER HOURS: 27 1318
LOT 1898 PRUEN RD. BERRIMAH
P.O. BOX 38 106 WINNELLIE N.T. 0821

**KARL'S
AUTO REPAIRS**

Lot 1749 Coonawarra Rd.,
Winnellie, N.T. 0820

For all Mechanical Repairs

WHEEL ALIGNMENTS

DARWIN

Telephone: 84 4956

BOSCATO

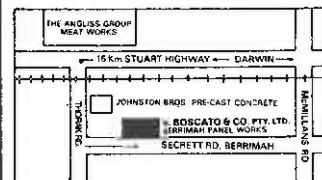
**CRASH REPAIRS
Baked Enamel Specialists
Car Bench Measurement & Straightening
System**

REPAIRS &
RESTORATIONS
TO VINTAGE
& PRESTIGE
CARS



V. BOSCATO & CO. PTY. LTD.

**DARWIN
84 3137**



Secrett Rd., Berrimah
FAX: 84 4472

**TRANSPORT EDUCATION
IN VICTORIA**

by LTCOL E.J. Blunt, MCIT

The transport professional in Victoria, either civil or military, is well served by civil institutions offering education in transport. It has been accepted that training provided by the military may not always provide the level of education in transport necessary for us to operate effectively as transport professionals in the wide transport environment. The Corps has recognized this by sponsoring the attendance of selected officers on civil transport course such as the Royal Melbourne Institute of Technology (RMIT) Bachelor of Business (Transport) degree B. Bus (Tpt). Individuals in the Corps have also recognized this and have pursued further training in the form of courses and membership of the Institute of Transport.

In Victoria courses in transport are offered by RMIT, Footscray Institute of Technology, Monash University and the Australian Institute of Management.

The Chartered Institute of Transport (CIT), the leading professional transport body covering land, sea and air for both passengers and freight, in conjunction with RMIT conducts three courses.

CERTIFICATE COURSE

The RMIT TAFE sectors offers a two year, part-time certificate course in Transport Operation designed for those involved in the management, administration and operation of both freight and passenger transport. Similar courses are offered in most states.

Topics studied include: Introduction to Transport, Communication Skills, Business Law, Marketing Fundamentals, Computer Concepts, Transport Operations, Transport Costing and Pricing, Physical Distribution and Passenger Transport.

The course is recognized widely throughout the transport industry. Upon completion of the eight subjects that comprise the course, students are eligible for Associate Membership of the Institute.

Although the course is of a practical hands-on nature and has attracted participants from all sections of the industry, few RACT personnel have taken advantage of it.

GRADUATE/POST-GRADUATE COURSES

The RMIT Advanced College offers two courses. Firstly, the Bachelor of Business in Transport, is a general business degree covering Economics, Business Policy and Labour Relations. A specialist major is provided in transport and distribution as well as elective second majors in Accounting, Administration, Business Information Systems and Marketing. This degree is available by full-time and part-time (evening) study to experienced, mature aged students or those who have successfully completed a Year 12 course of study.

The Corps has sponsored the attendance of officers on this course for a number of years. Usually the first year is studied part-time over two years with students then attending full-time to complete their studies.

The Corps through its representative on the Course Advisory Committee monitors student performance, subject matter and relevance to the Corps needs.

Secondly, the Graduate Diploma in Transport and Distribution is designed particularly for graduates without formal training in transport and distribution management. The course emphasises the acquisition of general management knowledge and specialist functional skills. Topics studied include: Transport Economics, Logistics, Financial Management and Industrial Relations.

This course was offered for the first time in July 1989 with the next intake being in February 1991. No Corps officers were in the first intake. It is possible that this course may be offered externally in 1991.

Again the Corps has a representative on the Course Advisory Committee who is monitoring the development of the course.

All RMIT courses have widespread support through the industry and have attracted participants from various transport companies. These have included Australian Airlines, ANL, Coles Myer, Australia Post, V/Line, Defence Department, Mobil, Ansett, Pioneer Concrete, Brambles, The Met, Mayne Nickless, Comet, West Gate Transport, Linfox, Ipec, Bulkway, Mainway, Sitch and Cobb & Co.

CONCLUSION

All RMIT courses provide the transport professional with education in aspects of transport which the military cannot hope to provide especially in Economics, Law, Financial Management and Industrial Relations. Members of the Corps interested in any of the above courses should contact:

- (a) LTCOL E.J. Blunt, HQ Log Comd (03) 697 5904,
- (b) or Senior Lecturer - Transport, Faculty of Business, RMIT, GPO Box 2476V, Melbourne, Victoria 3001.

**WOODSIDE
AUTO BODY REPAIRS**

QUALITY WORK AT
A REASONABLE PRICE
RESTORATION WORK

All done by Qualified Tradesmen

**25 Main Street,
WOODSIDE**

**Phone:
(08) 389 7359
A.H. 389 7336**

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 proposing 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.

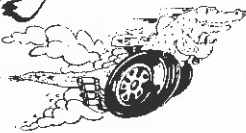
3. THE UNSOLICITED INVOICE They simply send an invoice for an advertisement you have never heard of and then ring requesting payment.

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.

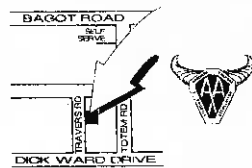
If you receive accounts by the above methods, do not pay them. Any advertiser who would like to forward me information relative to these practices or other practices can be assured that I will take the matter further.

ERIC W. REYNOLDS, PUBLISHER

PROMPT AUTO REPAIRS



- ★ ALL MECHANICAL REPAIRS
- ★ SERVICING & TUNING
- ★ AIR CONDITIONING SERVICING
- ★ AUTHORISED REGO CHECKS
- ★ APPROVED A.A.N.T. SERVICE CONTRACTOR



DARWIN
85 6733

TRAVERS ST,
COCONUT GROVE

TERRY'S AUTO REPAIRS

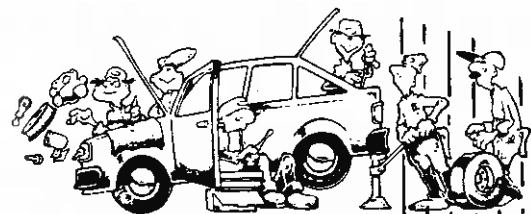


- ALL MECHANICAL REPAIRS & SERVICING
- RUST REPAIRS, AIRCONDITIONING, REGASSING & SERVICING
- AUTHORISED REGO INSPECTION

32 1627

**TERRY'S AUTOMOTIVE
REPAIRS, 1158 Georgina Crs, PALMERSTON**

Automotive
Repairs
Ph: 856422



- AUTHORISED REGISTRATION INSPECTION CENTRE
- MOTOR OVERHAULS
 - BRAKE OVERHAULS
 - TUNE-UPS & LUBES
 - WELDING DONE TO SUIT
 - 4X4 SERVICING ON PETROL OR DIESEL
 - FLEET MAINTENANCE ALL WORK CARRIED OUT BY QUALIFIED MECHANICS
 - PICK UP & DELIVERY BY ARRANGEMENT

DARWIN
85 6422

15 TRAVERS STREET, COCONUT GROVE 0813

ALAN BARCLAY & ASSOCIATES PTY. LTD

CORPORATE AGENTS FOR
NATIONAL MUTUAL LIFE ASSOCIATION
SPECIALISTS IN:-

- SUPERANNUATION—PERSONAL & CORPORATE
- ROLLOVERS & ANNUITIES
- FINANCIAL PLANNERS
- LIFE INSURANCE & INVESTMENTS
- ACCIDENT & SICKNESS

41 1494
**GROUND FLOOR
CARPENTARIA HOUSE
13 CAVENAGH ST.
DARWIN**

CONVOY PROTECTION VEHICLES

by LT J.C.C. Walker

BACKGROUND

Over recent years, and with the release of the Dobb report on Australia's Defence prospects in the future, threat contingencies have become more and more identified publicly as potentially originating through the Archipelago to our North.

In recent years, significant effort has been devoted to exercises in the north of Australia. Kangaroo '89, which has been described as the largest deployment of Australian forces since the Second World War, involved reaction to small groups of lightly equipped enemy raider groups.

Despite the limitations inherent in the development of such exercises, it would be realistic to say that K89 ran at an intensity that would equate to an operational environment, with similar drains on the logistic tail, despite substantial usage of prepositioned stocks and civil agencies that might not be available in an area of conflict, and very limited carriage of ammunition. During the six week period of the exercise, divisional second-line transport squadrons carried out 1158 tasks involving 3173 vehicles, covering in excess of three million kilometres.

During the exercise, however, most routes within the Area of Operations were declared Amber, requiring that vehicles move accompanied by some form of convoy escort. Although Australia currently has an in-service vehicle designated for this task (the M 113 Armoured Personnel Carrier), most convoys were not accompanied by APC's, as armoured operations in support of the RACT were generally limited to the occasional patrolling of routes, with emphasis being placed on the use of vehicles as a 'ready reaction' troop carrier and mobile fire platform, such as 'K Force.'

Diverting armour track kilometres to convoy protection tasks was of such a low priority that the only time an APC was used for such a task was when it was chained down on the back of a Mack truck. As such, convoy protection vehicles were generally limited to first-and second-line vehicles available to the Transport Squadrons, being manned by one or two 109 drivers acting as riflemen. Those vehicles employed in Transport squadrons were not suitable vehicles for such a task. They were not configured so as to allow for firepower, protection, or combat manoeuvrability, and were therefore unable to threaten enemy forces or significantly interfere with their interdiction operations. An operational environment too, would probably dictate that vehicles and personnel would be unavailable for such tasking. The Divisional Transport Post Exercise Report from K89 identified this deficiency, and specifically identified a requirement for a wheeled convoy protection vehicle.

The aim of this article is to investigate vehicles suitable for convoy protection tasks by outlining the requirements for convoy protection vehicles within second line transport squadrons, and to briefly evaluate a selection of suitable vehicles currently available.

CONVOY PROTECTION VEHICLE REQUIREMENTS.

Convoy escort vehicles require the characteristics and capabilities of manoeuvrability, firepower and protection. These capabilities are most often non-complementary, and as such the optimum combination of these would be more properly evaluated by some type of Trials team. Other capabilities that might be regarded as of importance could be the vehicle compatibility with equipments currently, or expected to be soon in service, and amphibian or NBC capacities.

Other characteristics could include:

- (a) Offensive or 'minimum suppressive nature' weapon systems
- (b) Good on/off road manoeuvrability and speed
- (c) Minimal crewing
- (d) Ability to respond rapidly.

A secondary requirement would be that the vehicle be dedicated to RACT units. A multi-capacity or multi-role vehicle is, by definition, likely to be diverted to tasks other than convoy protection, although presumably it would also be desirable to be able to use such a vehicle in a squadron defensive position for strong-point defence. Vehicles such as LAV-25's, are of a capability that should more properly be dedicated to Armour, and for the purposes of this brief will be ignored, with only light weight, lower cost vehicles being considered feasible options.

UPGRADE OF IN SERVICE VEHICLES

Probably the cheapest option would be the upgrade of in-service vehicles. Modifications could be made to vehicles such as the Unimog or the Landrover 110 that would greatly enhance the survivability chance of a convoy in contact. These modifications include:

- (a) Smoke or fragmentary grenade launchers attached to vehicles,
- (b) mounted heavy machine guns,
- (c) Resealable tyres and fuel tanks,
- (d) Use of hands free inter-vehicle communications systems, and
- (e) Armouring of cabin so as to protect driver and passengers.

In the event of a dramatic change in world affairs, a bolt-on attachment would probably be something that could be imported or developed rapidly in response to an immediate threat. An up-grade might also be regarded as a viable alternative because it would be relatively cheaper to modify some vehicles for such a task, although to modify all vehicles would probably be more expensive than the cost of the attachment of a convoy escort vehicle to a transport troop, given increased maintenance costs, the number of vehicles that would have to be modified and the training that would have to be given to the personnel driving the vehicles. A decrease in capacity would probably also be a consequence of such additions. Fragmentary grenade launchers attached to vehicles could probably result in very hazardous consequences to friendly vehicles that had closed up.

HOTSPUR ARMoured PERSONNEL CARRIER (United Kingdom)

A variant of the Landrover 110, the Hotspur APC has been on the market since 1982 in 4 x 4 and 6 x 6 configurations. Weapon systems that can be mounted on the vehicle include twin 7.62mm machine guns, a .50 calibre machine gun, and the Milan anti-tank missile. It has a top speed of approximately 110 kmh and a range and capability commensurate with the Unimog, with over 90 per cent commonality of spares with the standard Landrover. Another main advantage of this vehicle is that the vehicle is already in service, and that apart from some minor production problems the GS vehicle and the FFR variant have both been introduced very successfully into Australian conditions.

TELEDYNE — LIGHT FORCES VEHICLE (United States)

The Teledyne was designed with reconnaissance and light weapon carrier roles in mind. The vehicle has a driver, two crew and a pneumatic independent suspension which can be used to lower the overall height of the vehicle.

A tubular frame is provided for roll-over protection for the crew, and the same frame can be used to mount various weapons including:

- (a) Medium or Heavy machine guns, or
- (b) 30 mm Lt Cannon, and
- (c) 40 mm Grenade Launchers

The Teledyne is light weight, has considerable cross-country mobility and a general high performance, a top speed of 113 kmh and a range of 650 kmh and has a substantial offensive capability making the Teledyne a very viable option.

YAMAHA PITMANS

(N.T.)

FOR ALL YOUR
MOTORCYCLE NEEDS

- TYRES ● SPARES
- HUGE RANGE OF ACCESSORIES
- EXCELLENT WORKSHOP FACILITIES



YAMAHA



DARWIN

81 1366

72 McMINN STREET, DARWIN
FAX 41 1307



CAR DETAILING SPECIALISTS

- Private Cars
- Motor Bikes
- Commercial Vehicles
- Coaches

WINNELLIE

11 Tannadice St

84 4981

WINNELLIE CARS

LMVD 115

- ✓ SEE US FIRST
- ✓ GREAT CARS
- ✓ GREAT DEALS
- ✓ GREAT SERVICE
- ✓ TOP TRADE INS
- ✓ FINANCE ARRANGED
- ✓ ALWAYS BUYING GOOD CARS
- ✓ ON SPOT FREE VALUATION

WE BUY WE SELL WE TRADE
OUR REPUTATION MEANS A
GREAT DEAL

DARWIN **84 4671**



CORNER BOMBING RD & 446 STUART HWY WINNELLIE



CSC
CASUARINA SPORTING COMPLEX

FULLY AIRCONDITIONED COMPLEX

- AEROBIC CLASSES
- LADIES GYM
- SAUNA
- CIRCUIT TRAINING
- FULLY QUALIFIED INSTRUCTORS
- SQUASH COURT
- FITNESS ASSESSMENTS
- MIXED GYM

27 0477

32 DRIPSTONE ROAD
CASUARINA

RBV Mk 1 LIGHT ARMoured RECONNAISSANCE VEHICLE (Israel).

The RBV Mk 1 was developed by RAMTA Structures and Systems, a subsidiary of Israel Aircraft Industries, and is a light reconnaissance vehicle based on the analysis of two decades of field operations in the Middle East. The vehicle has a low profile, good all round visibility for crew members, affords good protection against mines and can mount a comprehensive variety of weapons including five medium machine guns, three heavy machine guns, 40 mm grenade launchers, a rocket launcher, and smoke and fragmentary grenade launchers. The vehicle has a top speed of 100 kmh and a range of 500km. The vehicle has a crew of two, and up to six other passengers may be carried. There are no doors in the hull as this would weaken the structure, and the crew enter and leave the vehicle by climbing over the sides. The vehicle is battle proven, has good manoeuvrability, and a good offensive capability.

CADILLAC GAGE COMMANDO V150 - ARMoured CAR

In 1962 the Cadillac Gage Textron Company developed the Commando V-100 with specific roles of convoy escort duties, and for patrolling air bases and other vital assets. The V100 was widely used in Vietnam as a convoy escort vehicle, and was replaced in 1971 by the V150, the current model being the V150S. The vehicles have been exported to over 20 countries, and have been constantly updated and improved in light of this experience. Comprehensively armed, weapon systems include combinations of a 90mm gun, 25mm Chain gun, medium machine gun and anti-aircraft machine gun. Optional equipment includes smoke and fragmentary grenade launchers, 40mm grenade launchers, and a heavy machine gun mount. The main advantage of this vehicle is that it is specifically designed for convoy protection, and it is battle proven, offering good protection, firepower, and manoeuvrability.

CONCLUSIONS

With the wide variety of wheeled military vehicles available on the market today, the above, and other possible vehicles, are all very feasible options.

RECOMMENDATIONS

A committee should be established to evaluate the specific technical requirements for an Australian convoy protection vehicle, and that convoy protection vehicles be included as a new capital equipment procurement project as soon as practically possible.

BROWNIE'S REMOVALS

LOCAL & INTERSTATE
PACKING & REMOVALS

Agents For



OFFICES—FACTORIES—HOMES

7 DAYS A WEEK

For Personal Service Call

"BROWNIE"

ALBURY 21 6580

AFTER HOURS: ALBURY 21 6498
276 Townsend St., Albury

MOBILE
24 HOURS 7 DAYS

MOBILE TEL SERVICE

018 82 2156

ALL SUBURBS

ALL AUTO ELECTRICAL
REPAIRS & SERVICE

AIR CONDITIONING TUNE-UPS etc
VEHICLES, HEAVY MACHINERY
MOTOR CYCLES

Credit Cards Accepted

J.B.'s MOBILE
AUTO ELECTRICAL REPAIRS

9 BARDSLEY AVE, PARAFIELD GARDENS



**NEW-USED-REBUILT
TRUCK PARTS**

TRUCKING SUPPLIES CO.

CHIPPING NORTON
(02) 726 0844

23 Alfred Road, Chipping Norton
Fax: (02) 726 7786

**TRUCK &
TRAILER
PARTS**

DUBBO
(068) 82 5222
57 Douglas Mawson Drive

WAGGA WAGGA
(069) 25 3344
365 Edward Street

**FOUR STAR
REPAIRS
DARWIN**
COMPLETE OVERHAULS
ON
ENGINES—DIESEL
& PETROL
BRAKES & CLUTCHES
DIFFERENTIALS
4 WHEEL DRIVE
SPECIALISTS
over 30 YEARS
EXPERIENCE
Cousin St, WINNELLIE
84 4247

**11 MILE
BODY WORKS**

PANEL BEATING
& SPRAY PAINTING
LIGHT STEEL
FABRICATIONS
INSURANCE WORK
MIG WELDING,
RUST WORK
FREE QUOTES
Contact Guido Merlo

32 4573

New Business Address
Unit 4/1808 Party Street,
BERRIMAH



**FAI GENERAL
INSURANCE CO. LTD.**

- HOUSE & CONTENTS
- MOTOR VEHICLE
- COMMERCIAL
- LIFE, DISABILITY & INVESTMENT
- WORKERS COMPENSATION

DARWIN

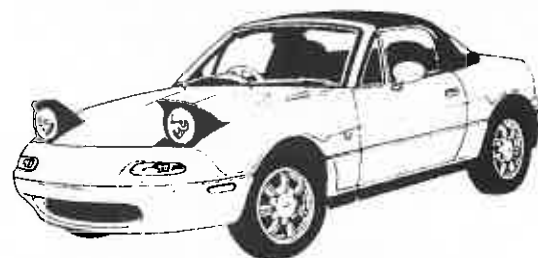
81 2091

CAPITA BUILDING, 62 CAVENAGH ST.
After Hours EMERGENCY PHONE 85 5771

ALICE SPRINGS

52 4044

CENTREPOINT BUILDING, GREGORY TCE.,



CARS & COMMERCIALS
SALES—SERVICE—PARTS

**PORT DARWIN
MOTORS
PTY. LTD.**

(Established 51 years)

81 9444

FAX 41 1915
15 STUART HWY., STUART PARK

**“TACHOGRAPHS —
THE WAY TO GO?”**

by MAJ P. Gregor

The question of whether the use of tachographs would be an effective measure in the reduction of speeding offences and accidents is topical. However, it is merely coincidence that I have chosen to address the value of tachographs at this time. In fact the reason for doing so is directly related to the introduction into service of the new International SF 2670 prime mover.

Initial hopes by some drivers were that the tachographs would remain unused - and difficulties in obtaining tachograph cards practically ensured that this would occur. Despite this obstacle and initial murmurings amongst the drivers and some supervisors they were used in the unit for Ex K89. Results confirmed the impressions I received in Germany when visiting various vehicle manufacturing and transport agencies and have shown that the employment of tachographs is an effective educative and management tool - but more of that later.

What is a tachograph? It is a precision made equipment designed to record speed, distance travelled, time and engine revolutions for the vehicle to which it is fitted. It records the information in graph form on a wax treated disc. The recordings are made by several sapphire tipped styli tracking over the recording disc or card. There are several types of tachograph cards. The most common of these are the single 24 hr cards or the 8 day pack which automatically changes discs every day for the eight day period. The tachograph includes clockwork mechanism which ensures that the card rotates at a fixed speed resulting in all recordings being made true to time. In addition to a quartz clock the tachograph is usually fitted with an indicator light which warns the driver when the optimum engine r.p.m. and/or speed is exceeded.

The operation of the warning light can be adjusted to suit engine and transmission type or to meet the requirements of a transport manager. The apparatus is driven either mechanically by a flexible shaft similar to a speedometer cable, or electronically.

The equipment is not new. It was designed and introduced into service in Germany in 1953 by Kiezle Apparatae. The introduction of the tachograph was actively pursued by the German Transport Workers Union as a measure to enhance driver safety as well prevent over tasking of drivers thereby guaranteeing driver positions would not be lost.

As indicated earlier the initial use of the tachograph in some of my unit's task vehicles was met with mixed emotions. Emotions displayed included dread, apprehension and mistrust. The atmosphere which prevailed for a short time was based on a mixture of misinformation and rumours which spread due to uninformed comment. It was necessary to overcome this situation as quickly as possible. The process involved hierarchy and driver education. All SNCOs and Officers participated in a 3 hour presentation on tachographs by Mr. Dietrich Schulz VDO Branch Manager for NSW and QLD. Despite having a vested interest the presenter came across as an objective, knowledgeable and interesting speaker. All were impressed and enlightened by the presentation. This was followed by driver information and education at troop level and a trial or probationary period during which tachographs were used for a period of 8 days without drivers having to concern themselves with possible repercussions of recorded information. The analysed recordings were informative with drivers and 'supervisors' alike being surprised with the nature and range of information which could be extracted from the discs.

The probationary period confirmed that some drivers were employing poor driving techniques and, intentionally or otherwise, abusing the vehicle. Recordings highlighted excessive speeds, excessive engine revolutions, inappropriate gear selection, excessively long engine idle times before shut down, erratic driving with consistently fast acceleration and

retardation rates and heavy braking. Peripheral information extracted from the tachograph analysis included recordings of excessively long halts, the absence of specified halts and regular missing of gears. As a result of these readings drivers were required to view and discuss their tachograph cards. Those drivers with disturbing readings were individually counselled. Additionally, in an endeavour to stimulate awareness and corrective action a notice reflecting a synopsis of major findings of the tachograph analysis was placed in unit Routine Orders. Continued weekly analysis of tachograph readings and subsequent discussions with the drivers proved to have a positive effect on the soldiers' performance as professional drivers. In the subsequent two months there were no recordings of excessive speed, driving techniques became less erratic, fuel consumption decreased and, most noteworthy, the accident rate for vehicles fitted with tachographs decreased significantly. Those very few drivers who were slow or reluctant to improve their driving performance were removed from driving tasks and were given the opportunity to contemplate the results of their readings while performing other duties. This tactic was so successful that after the first few weeks it was difficult to find replacements for general duties. I believe that both driver and supervisor were happy with the results obtained.

Despite what has been written above, the tachograph should not be seen as a tool of oppression utilized for no other purpose than to check on the performance of the driver. It provides valuable feedback, both positive and negative, to the driver and supervisor. It serves in part to make drivers more aware of their own performance and can be used to protect the driver from allegations of erratic driving and in particular speeding. In this regard, there were two occasions, once during the pre Ex K89 stores deployment and once during the exercise where driver of a semi trailer fitted with tachograph was accused of speeding - on one of the occasions by an MP. In both cases perusal of tachograph readings sustained the driver's statement that he was not speeding. Disciplinary action was avoided and faith in the value of the tachograph grew amongst the soldiers.

Tachographs have not been used long enough to prove statistically that their use will produce significant savings. However, the change in attitude by some drivers and the significant decrease in recorded instances of speeding highlight potential savings. Some of the factors which are by default 'controlled' by the tachograph influence transport costs. Lower speeds, defensive driving, correct gear selection and proper driving techniques save money through better fuel economy, longer tyre life, longer engine life and lower maintenance down time. The savings inherent in a reduction in accident frequency and severity requires no elaboration. Additionally, other management information like the location and duration of halts is valuable not only in ensuring that packet and single vehicle running is being conducted as specified in orders but also in improving vehicle utilization and transport efficiency.

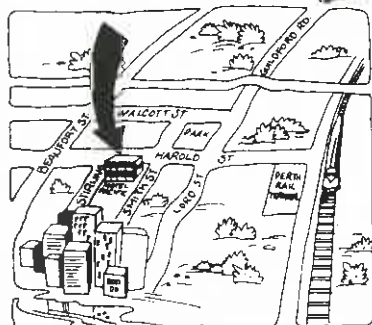
The value of tachograph readings to vehicle accident Investigating Officers is enormous - particularly in single vehicle, no witness accidents. The exact time of impact, speed at impact, braking severity, evasive action taken as well as the driver's general driving pattern prior to an accident are all recorded. In the EEC and in particular Germany, tachograph readings have been used in court proceedings to corroborate or disprove a driver's evidence. Furthermore, the information corroborate or disprove a driver's evidence. Furthermore, the information recorded on the tachograph disc has precedence over eye witness accounts. It is also interesting to note that tachographs have legal standing here in Australia. In 1987 the Stawell Magistrate upheld tachograph evidence to quash a police radar claim that a truck driver was driving at 122 kph. The tachograph reading recorded a speed of 100 Kph. In order to be effective in cases like these it is important that vehicle tachographs are calibrated and then checked annually and that the card is inscribed with insertion date, vehicle ARN and odometer reading everytime it is replaced.

VERY
COMPETITIVE
RATES



Single \$40.00
Double/Twin
Share \$48.00
Special Weekly
Rates

PACIFIC MOTEL



- 800 Metres from Westrail Terminal
- Quiet Location
- All modern facilities
- En-Suite Bathrooms
- Licensed restaurant & cocktail bar
- Swimming pool
- Large function/convention room
- Laundrette
- Phone All Rooms
- Close to shops and public transport

Family & Triple Rooms/Rates
On Request.

(09) 328 5599
FAX: (09) 328 5268

close to city centre
111 HAROLD ST, (Cnr. Stirling St), PERTH

PERTH RIVERVIEW HOLIDAY APARTMENTS FOR CITY CENTRE BUDGET VISITS

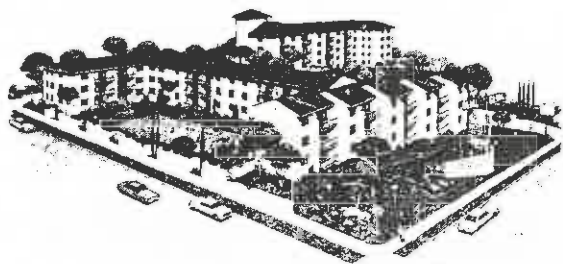
HOME AWAY FROM HOME

- ✓ Self contained apartments overlooking the Swan River and within easy walking distance of the City and Kings Park.
- ✓ Separate fully equipped kitchens
- ✓ Direct dial phones, colour TV and airconditioned
- ✓ A well stocked Deli on premises

BOOK NOW!
321 8963

42 Mount Street, Perth 6000
Fax: (09) 3225926

GREAT EASTERN MOTOR LODGE



128 LUXURIOUS FULLY SERVICED UNITS
• 5 MINUTES FROM CITY & AIRPORT
MOTEL UNITS—ALSO 1 & 2 BRM. SUITES

- PRIVATE FACILITIES & FULLY EQUIPPED KITCHEN
- AIR CONDITIONED—COLOUR T.V.—TELEPHONE (DIRECT DIALLING)—RADIO
- SWIMMING POOL IN COURTYARD SETTING
- 1 MINUTE FROM CASINO & PUBLIC GOLF COURSE
- PUBLIC TRANSPORT AT DOOR

• MODERATE RATES

81 GREAT EASTERN HWY., RIVERVALE
362 3611
ALL HOURS
FAX: 470 2467

QUICK AS A FLASH

"FOR ALL YOUR
PHOTOGRAPHIC
NEEDS"



- CAMERAS & ACCESSORIES
- 1 HOUR ENLARGEMENT SERVICE
- FRAMES & ALBUMS

1 HOUR FILM PROCESSING

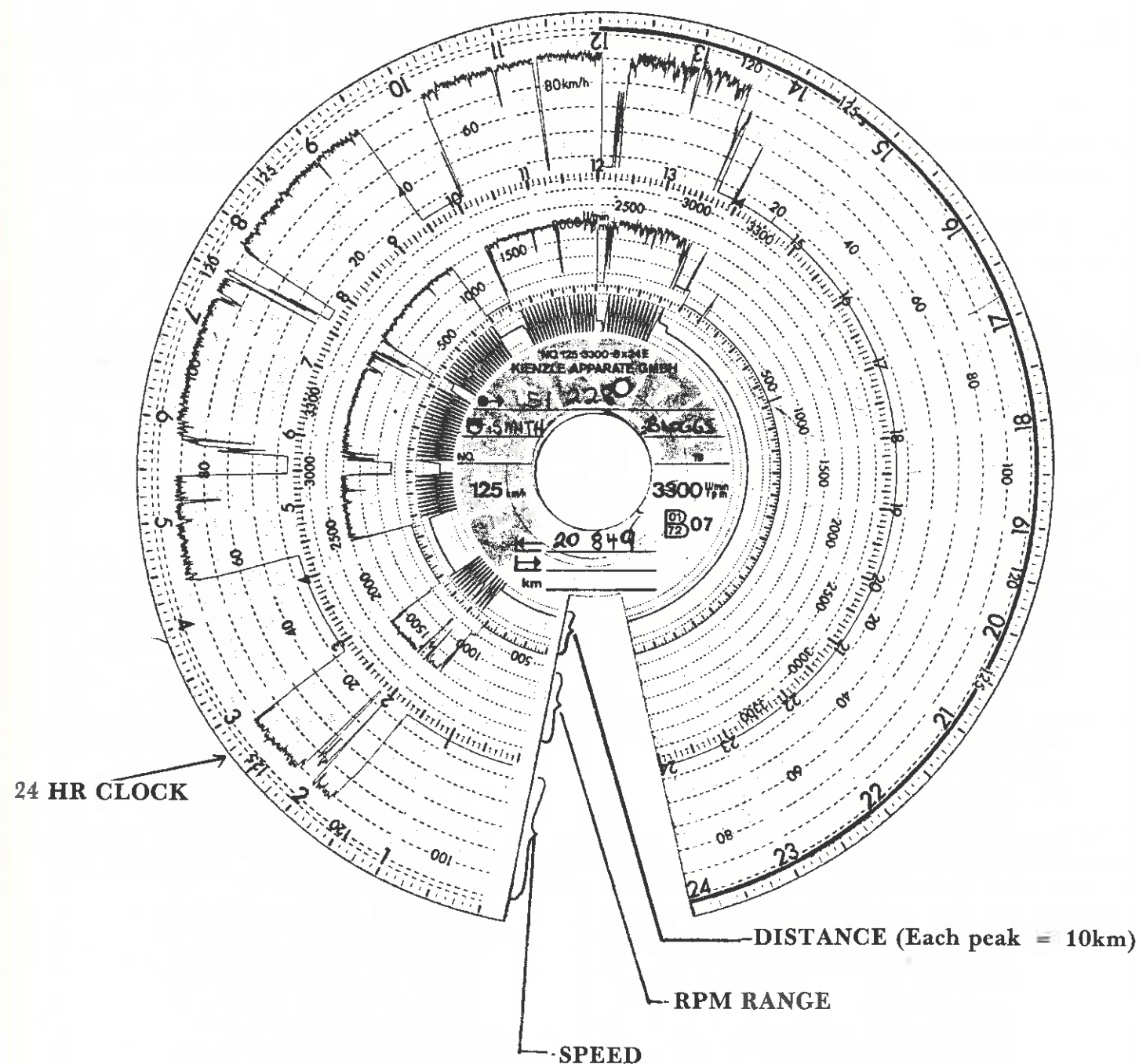
"WE'RE FUSSY AND WE'RE FAST"

MAIL ORDERS WELCOME

(089) 274 848

SHOP 27
CASUARINA SHOPPING SQUARE
CASUARINA. N.T.
(089) 274 848

KIENZLE TACHOGRAPH



SYNOPSIS OF INFORMATION AVAILABLE

ROAD SPEED
ENGINE SPEED
DISTANCE COVERED
TIME IDLE
DURATION OF HALTS

START OF DRIVING
TRIP INTERRUPTIONS
TIME SCALE
LOCATION OF HALTS (With Map comparison)
END OF DRIVING

GORDON Y. GRAHAM PERSONAL INVESTMENT PLANNERS

*Foundation member of the Australian Society
of Investment & Financial Planners.*

Your plans and goals for the future is our criteria when planning your financial future. We work together to help you evaluate your options in light of current legislation and economic environment.

Gordon is a regular commentator on radio and has an extensive knowledge of finance and has a sound business background.

P.O. Box 2503 TOOWOOMBA

Telephone (076) 30 7045

FAX (076) 30 7169

SMITHFIELD AUTO ELECTRICS

- CARS ● TRUCKS
- TRAILERS ● CARAVANS
- BOATS
- ELECTRONIC TUNING
- AIR CONDITIONING

**SALES—SERVICE—
INSTALLATION**

254 8011

DIRECTLY OPPOSITE SAMUEL ST.
55 ANDERSON WALK, SMITHFIELD

Aston Apartments SOUTH YARRA

Serviced luxury 1, 2 and 3 brm suites, each featuring a well equipped kitchen/dining area, spacious lounge, large separate bedrooms with queen size bed, bathroom.
Also including: direct dial IDD/STD telephone, airconditioned, laundry, parking, etc.

Available for short and long term rental. Conveniently located near Toorak Rd., shopping, entertainment, restaurants, all transport.

(Only 4 km from the City)

Compare our Rates!

3 Locations
42 Powell St.,
(also office)
85 Caroline St.
18 Arnold St.

SOUTH YARRA

266 2953

The Ideal Hotel/Motel Alternative

LEO PANEL-N-PAINT

Latest Refinishing
System Available
THE COMPLETE CAR
REPAIR CENTRE
Quality Panel Beating
SPRAY PAINTING
OXY ARC & MIG WELDING
PLASMA CUTTING

9a Mayfair Park
Industrial Estate
McDowells Rd,
BENDIGO
Phone 41 4848

MECO PTY LTD



CRANE TRUCK HIRE
FOR YOUR TRANSPORT NEEDS

CALL MERV **(089) 84 4263**

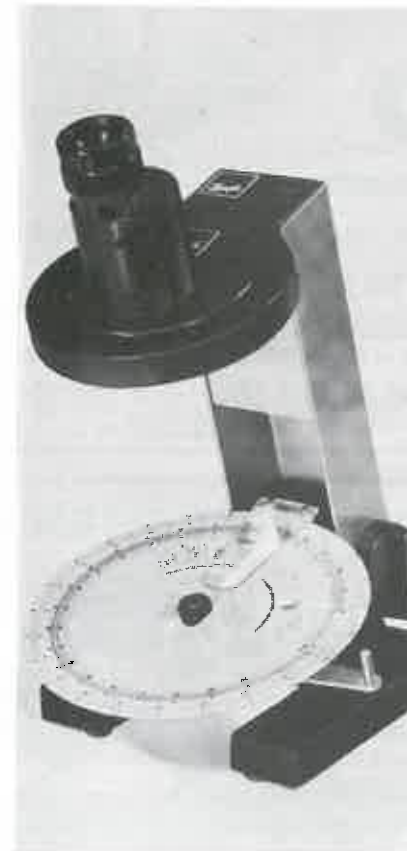
MOBILE TELEPHONE SERVICE 018 89 3574

LOT 1706 MCKINNON ROAD, BERRIMAH.

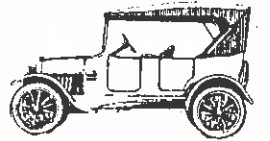
As with everything else there are costs which need to be considered. The tachographs fitted to this unit's vehicle (Kie-zle TCO 151310) were factory fitted and cost approximately \$1,000. The 8 day recording discs cost approximately \$10.00 per set and there is a requirement for ancillary storage and analyser equipment. The latter involves a one time outlay of approximately \$700.00. The 240v table model magnifier analyser makes the task of reviewing tachograph cards more accurate and less onerous. It is my belief that the benefits to be obtained from RACT use of tachographs far outweigh the one time and cumulative costs of operating tachographs. If my experiences are any indication, the use of tachographs even within a 'non profit' organization like Army will enhance driver professionalism, reduce operating costs, increase the operating life of the vehicle and generally improve the efficiency of the transport unit employing the device. Tachographs can be retrofitted and I believe that a case exists for RACT 3rd line, ADF Line Haul vehicles in particular, and possibly light domestic transport, to be fitted with tachographs.

This article is not based on any protracted in depth research. Rather, its purpose is to acknowledge the use of tachographs within the Army, relate experiences and provoke thought with regard to the devices' relevance and application within the RACT. I for one would fight for the continued employment of the tachograph and expansion of its use into other RACT road transport units.

TACHOGRAPH MAGNIFIER /ANALYSER



MARTIN SMASH REPAIRS



104 MacDOUGALL ROAD,
GOLDEN SQUARE 3555

**BENDIGO
(054) 42 3542**

- ★ CARS ★ TRUCKS
- ★ BUS RESPRAYING & REPAIRS

ROB WILLIAMS ELECTRICAL

All Electrical Installations
& 24 Hr. Maintenance

- ★ DOMESTIC
- ★ COMMERCIAL
- ★ INDUSTRIAL

**BENDIGO
42 3818**

If No Answer Ring 47 7433
Rec No. 8299

3 Whittaker St, Spring Gully

**PARK LODGE
DARWIN**

**DARWIN
CITY LODGE**

Under Same Ownership



42 CORONATION DRIVE, STUART PARK
81 5692

Park Lodge offers budget accommodation with comfortable airconditioned rooms, private balconies, tea and coffee making facilities, fridge plus full cooking facilities. Swimming pool and spa, TV and dining room. Well situated close to the city and main bus routes. Set amongst quiet tropical gardens.

SINGLE \$27.00 per night*
DOUBLE \$32.00 per night*
*Subject to Variation

151 MITCHELL STREET, DARWIN
41 1295 or 81 5692

Budget accommodation, comfortable clean tropical rooms, ceiling fans and fridge, fully equipped kitchens, dining room and laundry. Friendly atmosphere, well situated close to city centre, beaches, supermarket and botanical gardens.

SINGLE \$20.00 per night*
DOUBLE \$25.00 per night*
*Subject to Variation

**NORTON DETAILING
SPECIALISING IN PRE-SALE PREPARATION**

- CUT & POLISH
- ENGINE CLEANING



- INTERIOR & UPHOLSTERY
- COMPLETE CLEANING

85 1499

LOT 1863 BAGOT RD., NIGHTCLIFF
(Rear Territory Ford)
REAR ACCESS
De LATOUR ST

N.T.

AUTO REPAIRS

AUTHORISED REGO INSPECTION

- TUNE-UPS
- BRAKES
- CLUTCH
- GENERAL REPAIRS

ALL MECHANICAL REPAIRS

81 8854

NEXT TO DARWIN TYRE SERVICE
DASHWOOD CRS.
DARWIN

**TRUCK TRANSMISSION
SPECIALISTS**



Treleaven's

STOCKISTS OF GEARBOXES,
DIFFERENTIALS & COMPONENTS,
HENDRICKSON SUSPENSION,
UNIVERSAL JOINTS &
TAILSHAFT COMPONENTS,
CLUTCH PLATES & BEARINGS
TO SUIT MOST POPULAR
MAKES OF TRUCKS

LOT 8, FRANCIS RD., WINGFIELD. SA.

TRELEAVEN GEAR

PHONE

(08) 45 4499 or (08) 45 1144

AFTER HOURS: (08) 295 3100 or (08) 384 5029

FAX (08) 45 3362

**PAR ONERI ACKNOWLEDGES ADVERTISERS
LISTED BELOW.
SUPPORT YOUR ADVERTISERS**

- 11 Mile Body Works
- AMP - Darwin N.T.
- AMP - Eastwood S.A.
- Ace Bitumen Contractors Pty. Ltd.
- Adelaide Bin & Pallett Co Pty.Ltd
- Adelaide Diff Conversions
- Air Raid City Lodge
- AJC Sales & Service
- Al's Panel Shop
- Alan Barclay & Associates Pty. Ltd
- Alpha Therapy Home Spa
- Asap Couriers
- Aston Apartments
- Aust Intercapital Pilot Service
- Auto Beat Pty. Ltd.
- Auto Kare Automotive Repairs
- Automotive Differential & Transmission Centre
- Automotive Personnel
- Auscott Ltd.
- Bandag Manufacturing Pty.Ltd.
- Bell Tyres Pty.Ltd
- Bendigo Caravan Services
- Betar Bitumen Contractors
- Bianchi Motorbody Repairs
- Blue Baron Transport
- Boscato Cash Repairs
- Brad Goss Body Works
- Brake Exchange Centre
- Bridge Autos Toyota
- Brownie's Removals
- Buckles Truck Repairs
- Burton Crash Repairs
- Canberra Lakes Carotel Motel
- Canberra Rex Hotel
- Cascade Gardens Apartments
- Casuarina Sporting Complex
- Catalyst
- Central Victoria Mobile Cranes Pty. Ltd.
- Chris's Coaches
- City Automatics
- City Gardens Apartments
- Cleveland Freight Lines
- Coral Divers
- Corporate Emergency Planning
- Crankshaft Rebuilders
- DFI Trailers - Truck Bodies
- Darwin Motor Trimmers & Upholsterers
- David Hand Smash Repairs
- Dawson Transport
- E & M Custom Panels
- Eastwood Upholstery
- Express Motor Body SVC
- Fisher Mufflers
- Flinders Lodge Motel
- Ford Company
- Fred Vella Tyres & Crash Repairs Pty. Ltd.
- FTA Motor Body & Crash Repairs
- Gordon Graham Investment Planners
- Great Eastern Motor Lodge
- Hannersmith Wheel Alignment
- Hancock & Just Wheel Alignment
- Hattam St Body Repairs
- In-Line Roofing & Hardware
- James Craig Inn & Motel
- JB's Mobile Auto Electrical Service
- Jim's Gym
- KKK Car Valet Service

- Leo Panel-N-Paint
- Leonards Poultry Shop
- Lifting Contractors Pty. Ltd.
- Manuka Park Serviced Apartments
- Martin Car & Truck Respraying
- Meco Pty. Ltd.
- Midas
- Mitsubishi
- Mobile Mechanic
- Monitor Financial Services
- Mr Cars
- North Coast First National
- Northline Freight MGT
- Norton Detailing
- Novus Windscreen Repairs
- NT Auto Repairs
- Oasis Inn Holiday Apartments
- Odd Couple Mechanical Repairs
- Ostojic Transport Pty. Ltd
- Oz Design
- Pacific Motel
- Park Lodge Darwin
- Partek Industries
- Pete Smiths Crash Repairs
- Port Darwin Motors
- Prolift Toyota
- Prompt Auto Repairs
- Qantas
- Quick Fix Townsville
- Ralph Moore Auto Glass Pty. Ltd
- Robert Johnstone Motel
- Sanford Couriers
- Seymour Engine Reconditioning
- Shaws Darwin Transport
- Smithfield Auto Electrics
- Smiths Camera & Video
- Sportscene
- Stephen Davy Smash Repairs
- Sun-X Glass Tint Pty.Ltd.
- Sunder Australia Pty. Ltd.
- Sunliner Coaches
- Syle Bros. Removals
- Technilogic Selection
- Territory Motor Trimmers & Upholsterers
- Terry's Auto Repair
- The Mansions
- The Parkway Motel
- The Partition Company
- Thompson Ford
- Thorleys VW Centre
- TNM Panel & Paint
- TNT Car Carrying
- Tommy Tortoise Removals
- Top End Rust & Penel Repair
- Top End Tyre Sales
- Top Transport
- Torrens Valley Coach Lines
- Treleaven Gear
- Trimboli Plant Hire Services
- Trucking Supplies Co.
- Vinindex Tubemakers Pty. Ltd.
- Volvo Aust.
- Winnellie Cars
- Woodside Auto Body Repairs
- Workmate Industries
- Worsley Alumina Pty. Ltd.
- Yamaha Pitman NT



**QUICK-FIX MECHANICAL
TOWNSVILLE**

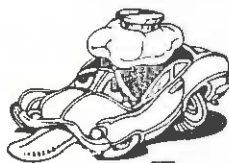
79 3101

- * QUICK ENGINE ANALYSIS
- * TUNE-UP & SERVICE
- * ENGINE OVERHAULS
- * BRAKE & CLUTCH REPAIRS
- * AUTOTRANSMISSION SERVICE
- * AIRCOND REGAS
- * BATTERIES-L.P.G. (ICE-BAIT)

CALTEX

CURRAJONG MOTORS

APPROVED INSPECTION
STATION UP TO 8 TON
CNR HAMMETT & McLEOD STS
CURRAJONG



MOBILE MECHANIC



- Electronic Tune Ups ● Full Servicing
- "A" Grade Mechanical Repairs - No job too big or too small
- 24 Hour Emergency Break Downs

MOBILE TELEPHONE SERVICE Call us anytime!

018 77 7116

MOBILE MECHANIC ON ROAD SERVICES
TRICKEY AVENUE CRANBROOK

24 HOURS - 7 DAYS A WEEK

SEYMOUR**ENGINE RECONDITIONING**

- CRANKSHAFT GRINDING
- CYLINDER HEAD REPAIRS
- ENGINE REBUILDING
- REBORING
- EXCHANGE ENGINES and COMPONENTS
- SPARE PARTS FOR ALL MAKES

VEHICLE & MECHANICAL REPAIRS

(057) 92 134438 HIGH STREET, SEYMOUR
After Hours: 92 3348**E & M CUSTOM
PANELS****24 HOUR
SERVICE**

For All Makes of Cars & Trucks

- ★ PANEL BEATING
- ★ SPRAY PAINTING
- ★ INSURANCE WORK
- ★ WINDSCREENS

SEYMOUR**(057) 92 3588**

18 EMILY STREET, SEYMOUR

THE AIR RAID CITY LODGE

QUALITY BUDGET ACCOMMODATION

- 23 AIR CONDITIONED UNITS
- REFRIGERATORS IN EVERY ROOM
- SITUATED IN THE HEART OF CITY
- TEA/COFFEE MAKING FACILITIES
- PRIVATE SHOWER & TOILET
- KITCHEN & LAUNDRY FACILITIES
- WALL TO WALL CARPETS
- COLOUR TV IN EVERY ROOM
- VIDEO AVAILABLE
- BREAKFAST & RESTAURANT
- TOUR DESK
- FRIENDLY PERSONALISED SERVICE

OPEN 24 HOURSFor Bookings Phone: **(089) 81 9214**

FAX: (089) 81 6024

35 Cavenagh Street, Darwin. NT. 0800.

(Just opposite the new G.P.O.)

SPECIAL WEEKLY CONCESSIONS & BUSINESS/CORPORATE RATES
PREVIOUSLY WINDSOR TOURIST LODGE**LUXURY APARTMENTS**

SERVICED TWO BEDROOM
AIRCONDITIONED APARTMENTS
WITH FULLY EQUIPPED
KITCHEN & LAUNDRY
IN SUPERB GARDEN SETTING
WITH SHADED SWIMMING POOL
& BBQ FACILITIES
CENTRAL CITY LOCATION

AVAILABLE NIGHTLY, WEEKLY OR MONTHLY

CITY GARDENS APARTMENTS

93 Wood Street, Darwin. NT. 0800.

Ph: **(089) 41 2888****SYDNEY'S LARGEST
COACH COMPANY**

WE WOULD WELCOME APPLICATIONS FOR
MECHANICS, MAINTENANCE
OPERATIONS
MANAGEMENT POSITIONS

Phone **(02) 319 1266****MURRAYS****GOLD COAST—TWEED HEADS***City Lights
Motel***Tudor Style Motel**

With every Modern Convenience

(075) 54 3004

35 Pacific Hwy., Tweed Heads South, N.S.W.

DAVID HAND SMASH REPAIRS

- SPRAY PAINTING • PANEL BEATING
- INSURANCE WORK • OBLIGATION FREE QUOTES
- SPRAY BOOTH • WINDSCREENS

**24-HOUR TOWING — 7 DAYS A WEEK****(06) 280 5569**

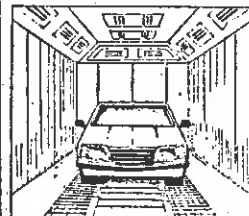
AFTER HOURS: (06) 231 0230

FAX: (06) 280 4895

26 LYELL STREET, Fyshwick

EXPRESS MOTOR BODY SERVICE

BAKED ENAMEL REFINISHING



PANEL BEATING &
SPRAY PAINTING
INSURANCE WORK
WINDSCREENS FITTED

Quality is Still
Available Here**TOWING
SERVICE**

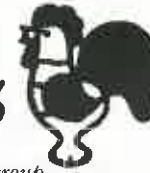
(24 HOURS - 7 DAYS)

Specialists in

★ SAAB & CONTINENTAL CAR REPAIRS

(06) 280 5539

62 Kembla St., Fyshwick

After Hours:
(06) 82 1764**Lenard's**Australia's largest
independent retail poultry group

The 1990's will see fresh-value added-ready to cook-food products impact the food retailing industry. Lenard's Poultry Shop group of 18 shops, (15 franchised), has already established itself as a leader of retailed fresh value added ready to cook poultry.

The Lenard's Poultry Shop at Hurstville is available now to an approved purchaser. Negotiations are currently under way for sites in other shopping centres in Sydney, Melbourne & Queensland. The prices for a Lenard's Poultry Shop start at \$100,000 depending on location and other factors. A franchise fee is also payable, this is set by negotiation starting at 3%. A good operator could expect to see a return in excess of 30% on investment.

No previous experience in poultry or retailing is necessary, the proven system which includes training, technical and practical support means the only qualifications required are an ability to relate to people and a willingness to work. Existing operators come from a wide range of backgrounds from professional, skilled and semi skilled (e.g. bank officer, sales executives, mechanic, milkman, accountant).

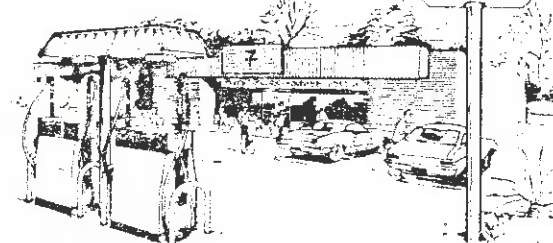
The proven success of existing operators and the potential for growth makes a Lenard's Poultry Shop an intelligent investment for a good return and a long term capital gain.

To find out more ring **Brian Parsonage**
Lenard's Poultry Shop-Hurstville
(02) 579 4187 or (07) 808 8409

**NEW AND EXISTING
STORES**

Yesterday owning a business didn't come easy. Today it does at 7-Eleven, Australia's largest convenience store chain. If you're an enterprising family or couple with enthusiasm, stability and good communication skills, this is your chance to be your own Boss and build a successful future.

We offer all the support you need. Training, merchandising, advertising, bookkeeping support, even competitive finance! There is now a rare opportunity to franchise a NEW store. A surprisingly small capital outlay and the will to succeed are all you need.

ANOTHER REASON FOR
STOPPING AT 7-ELEVEN

If you'd like to know more, talk to
Keith Rhodes on (02) 713 2711.

Pacific Seven Services Ltd.
Suite 9, 50 Great North Road,
Five Dock, N.S.W. 2046

Par Oneri (R.A.C.T.) '90

**OUTSTANDING
FRANCHISE OPPORTUNITY**

Mad Barry's Franchising Limited have a network of 56 Home Improvement Centres in NSW and Queensland, 51 of these centres are owned and operated by Franchise Owners.

The opportunity now exists to appoint a limited number of people as Trainee Franchise Owners. These people will have the desire to be successful Franchise Operators of their own business within a 12 month period.

We offer to the right people an intensive training programme covering all aspects of our business to prepare them for the challenge of their own store. Income during the training period will be negotiated and when you prove successful, a low interest loan may be available if required, to assist you into your business.

We are looking for people determined to succeed in THEIR OWN BUSINESS if given the right opportunity and training. To discuss this further in the first instance contact:

Mr. G. Howells
Franchise Development
Manager
Mad Barry's Franchising Ltd
552 Church Street
NORTH PARRAMATTA
Tel: (02) 890 1955

**BUSINESS FOR SALE**

**RETAIL, WHOLESALE,
BUSINESS
INCL. HOME ASSEMBLY**

National Australian owned Company. Advance Australian Licence holder EST. 1974, has exclusive secured territories for sale throughout Australia. Easy clean Assembly from small Workshop and Retail and Wholesale Distribution can be done by owner.

FULL COMPANY TRAINING & SUPPORT

Full purchase price \$25,380.00

Earn \$80,000 p.a. can be expanded

**Phone:
437 5371**

Page 59

Replace-a-Film

FRANCHISE OPPORTUNITIES

- An Opportunity** exists for commercially experienced people interested in participating in the profitable and congenial one-hour photo industry to purchase a Replace-a-Film franchise.
- Investment** If you have \$80,000 to \$300,000 to invest & you would like a career in retailing can choose from a number of established stores in Melbourne & Victorian Country towns.
- Profit** Your return on capital invested is rewarding and the photographic industry has a long standing reputation for creating wealth for enterprising and resourceful people.
- Success Formula** Replace-a-Film has a successful history spanning over 16 years and owns and operates 30 stores in Victoria and Tasmania. It is the largest Australian-owned private company chain photo-store operator in Australia and is planning an ultimate representation in every state.
- Success History** You will be assisted by a senior executive team all of whom have had in excess of 10 years continuous service to the Company and are expert in marketing, financial control and technical management to enhance your profit making endeavours.
- Applications** For further information and to arrange an interview please telephone the Business Development Director, Mr Chris Lowden: direct line (03) 873 4300.

Replace-a-Film

1 HOUR PHOTOS

Head Office: 592 Whitehorse Road, Mitcham, Victoria.

MODERN FURNITURE RETAIL

FRANCHISE FOR SALE NEWCASTLE

- ★ Regular, accountable and secure cash flow.
- ★ Established 1988 in prime location/new building.
- ★ Part of prosperous national furniture chain.
- ★ Long lease, on favourable terms.

\$175,000 for goodwill, fixtures and fittings plus stock at valuation.

Some vendor finance available at 15 p.c. fixed.



WARWICK SHEDDEN
(02) 819 7838

Fax: (02) 819 6357

FRANCHISING AVAILABLE IN OTHER STATES

UNIQUE BUSINESS OPPORTUNITY

Garaquip Sales and Services Pty. Ltd., Australia's most progressive distributor of automotive tools and equipment seeks a Franchised Dealer to take over its Melbourne operations.

The person we seek will be a self motivated business person looking for another solid investment within the Automotive Industry. Access to the most comprehensive range of tools and equipment in the nation will provide the applicant with a lucrative profit making situation. Specialised training will be provided with our computer programme and with all major equipment lines.

Enquiries in the first instance should be directed to:—

Mr. John Hodson (02) 648 5755
Fax: (02) 648 3535

UNIQUE BUSINESS OPPORTUNITY

SUNDEK AUSTRALIA Pty Ltd is expanding its existing dealer base. We are looking for self motivated people to become dealers in Australia.

SUNDEK is a decorative concrete coating designed to enhance new or existing concrete. Suitable for domestic, commercial, or industrial uses.

SUNDEK provides:
Full Sales & Promotional Package
Marketing & Technical Training
Lucrative Returns for a Small Investment
Enquiries phone: (03) 762 8122 during business hours
(03) 232 1678 after hours (Mr Walker)

Or write to Mr. Greg Walker
Sales & Marketing Director
Sundek Australia Pty Ltd
5/11 Melrich Road Bayswater, Victoria 3153
Fax: (03) 762 9291

LICENSED

SPORTSCENE

YOUR LOCAL SPORTS STORE

FOR SALE

LICENSED SPORTS STORE SITUATED
IN THE BEST LOCATION IN LIVERPOOL

- ★ Member of 115 shops Australia wide.
- ★ Household catalogue deliveries of 25,00 copies 7 times a year.

Established 4 years. Excellent turnover.

For sale at \$90,000 + SAV.

Further information contact:
Charlie (02) 602 0427

CAREER OPPORTUNITIES IN SOUTH-WEST W.A.

Worsley Alumina Pty. Ltd. is the management company for a joint venture operation. It is involved in an integrated mining and refining operation in the South West of W.A. The joint venturer partners comprising the consortium are Reynolds Australia Alumina Ltd., The Shell Co. of Australia Ltd., BHP Minerals Ltd. and Kobe Alumina Associates (Australia) Pty. Ltd.

Bauxite and Alumina

The bauxite mine is situated near the town of Boddington some 140km South East of Perth and the Alumina Refinery is located near the town of Collie and not far from the coastal city of Bunbury. The conveyor system connecting the mine to the refinery is the longest conveyor in the world and traverses some 51 kilometres. Capital cost for construction of the project was approximately \$1200 million and alumina production began in May 1984.

Today Worsley is a major supplier of high quality alumina to international markets.

Gold

In 1986 Worsley Alumina Pty. Ltd. commenced construction on a gold mining project just north of the town of Boddington to extract gold found in its bauxite reserves. The mine which commenced production in July 1987 and is currently the largest single gold mine in Australia.

The Worsley Alumina Workforce

Approximately 200 people are employed at the Bauxite and Gold Mines. A wide range of professions including geologists, mining engineers, operators and trades personnel are employed at the mine sites with the majority of people resident in and around the Boddington area.

Approximately 750 people covering occupations such as chemical, electrical and mechanical engineering, accountants, computer analysts and a wide range of various trades classifications, process plant operators, and other support personnel are situated at the Refinery and reside in either Bunbury, Collie or other localities in the surrounding area.

For Careers Information contact:

Dorothy Orloff,
Personnel Officer,
P.O. Box 344, Collie,
Western Australia 6225.



Worsley Alumina Pty. Ltd.



FITTER
SPECIAL CLASS

WORK CLOSE TO HOME

If this is what you are looking for, then ICI Australia at Villawood is the chance you have been seeking.

Our **Pharmaceutical** plant currently has an opportunity for a suitably qualified fitter to join us.

The position involves working with a small maintenance team, in a modern, clean, air-conditioned plant. It is expected that persons applying will have gained broad knowledge and experience on a variety of equipment in their career to date, such as:

- Packing Machines
- Granulators Tablet Pressing.
- Hydraulics and Pneumatics.

MONEY

Company conditions are excellent. Wages are above industry level and all industrial clothing is supplied. A very competitive Superannuation Scheme and other Company benefits are also available, such as Health Benefits Plan, Glasses Replacement Scheme, Employee Assistance Programme.

HOW TO APPLY

Please telephone between 8.30 a.m. and 3.30 p.m.

Contact **Tim Morrison**
Personnel Officer
(02) 728 8728

ICI AUSTRALIA OPERATIONS PTY LTD
CHRISTINA ROAD, VILLAWOOD. NSW. 2163.

ICI is an equal opportunity employer.

Sanford Couriers Owner Drivers

Do you have a late model commercial vehicle and a knowledge of the Sydney metro area?

If so we offer:

- Full time work in all areas
- Free radio and uniforms
- Insurance scheme
- Training provided, allocation system
- No fees

Phone for appointment

SYDNEY (02) 525 7677 (02) 604 7877
MELBOURNE (03) 338 9622 (03) 836 4411
BRISBANE (07) 268 1899 (07) 268 1886
ADELAIDE (08) 340 223

SANFORD COURIERS
Established Over 33 years

MOBILE EQUIPMENT MECHANICS

Newman

BHP-Utah Iron Ore, one of the largest producers of Iron Ore in Australia, is currently looking for experienced tradespeople to repair and maintain a range of mobile equipment including haulpaks, front end loaders, dozers and graders.

You need 2 years post trade experience in a mining or earthmoving environment, ideally on Caterpillar and Komatsu machinery. A WA 'B' class drivers licence is also essential.

We can offer an excellent benefits package including a competitive wage, 5 weeks annual leave with 25% leave loading, provident fund, subsidised accommodation and much more.

Send your written application quoting reference number WN22 to:

Recruiting & Development Department
BHP-Utah Iron Ore
200 St Georges Terrace, Perth 6000



Women and Men are equally encouraged to apply

catalyst INDUSTRIAL

(Part of The Catalyst Group Pty. Limited)

TRADESPEOPLE/WAREHOUSE STAFF
South West Sydney

Consider yourself a top employee?

We at Catalyst specialise in the placement of permanent and temporary industrial staff into the civilian workforce.

- ★ Fitters (all types)
- ★ Boilermakers/Welders
- ★ Sheet metal workers
- ★ Mechanics
- ★ Electricians
- ★ Welders
- ★ Storepeople/Supervisors
- ★ Inventory/Stock Controllers

For more information on any of the positions available call Paul McKimm at Catalyst Industrial (Liverpool) on 821 3233 during business hours.

No fee to applicants



Vinindex Tubemakers Pty Limited is the leading manufacturer of PVC pipes and fittings.

Vinindex is still growing in a vast industry. We require good, reliable people to become part of this industry. They must be willing to learn and progress with the company.

The positions that exist within the company range from Packers, Extrusion Operators, Storeman, Forklift Operators, Die Setters and a variety of office staff.

We have service personnel on staff, all of whom have progressed well and established themselves within the company.

If you feel you are suitable for a position within our company, then please contact us and we'll assess our needs at the time.

VINIDEX TUBEMAKERS PTY LIMITED
254 WOODPARK ROAD, SMITHFIELD, NSW. 2164.

PHONE: 604 2422

WE ARE AN EQUAL OPPORTUNITY EMPLOYER

DRIVERS

3 POSITIONS

DRIVER Tour-Charter coach driver required, full time, previous experience in DAY CHARTER, extended References are required.

For this position phone Mr. D. Nott (03) 384 1300

PART TIME (NIGHT) DRIVER req. neat well presented appearance essential. Suit a nature reliable person. A heavy bus licence is essential. Phone Mr. Nott (03) 384 1300

ROUTE SERVICE DRIVER required full time preferred with experience but not essential. Endorsed heavy bus licence is required.

Apply after 9am Monday IN PERSON (DO NOT PHONE)
MORELAND BUS LINES
65 Colbrook St, Brunswick



Electronic/Radio Tradesperson and Instrument Fitters

Tradespersons are required for overhaul of components from Company Aircraft and Ground Support Equipment. These positions are in a workshop environment, on a 7 day shift roster.

Applicants should have completed an appropriate trade apprenticeship with Post Trade Training. Handling of oxygen equipment an advantage.

Commencing salary \$472.20 per week, or higher, depending on qualifications.

Interested persons should send their resume to:
Qantas Engineering & Maintenance Recruitment
Hanger 85/2nd Floor, Ross Smith Avenue, Mascot NSW 2020.

For further information please phone 008 043 682.



10363-1

SUPPORT YOUR ADVERTISERS

MECHANICS

\$600 to \$800 PW CLEAR

- ★ ARE YOU A FULLY QUALIFIED MECHANIC?
- ★ DO YOU TAKE PRIDE IN YOUR WORKMANSHIP?
- ★ DO YOU GET ON WELL WITH PEOPLE?
- ★ CAN YOU WORK UNSUPERVISED?
- ★ DO YOU WANT TO BE YOUR OWN BOSS?

IF SO — we have a genuine opportunity for you to own your own business for very little or no capital outlay and get paid for what you are REALLY WORTH!

We have 30 Mechanics on the team now and most are exceeding \$110,000pa.

Whether you live in Heathridge or Rockingham, ring me, Ian Collinson:
Week days - between 10am - 7pm Saturday between 9am - 1pm

(09) 221 3111

CALL-OUT

MOBILE MECHANICS PTY. LTD.
79 Bennett Street,
EAST PERTH

ATTENTION ALL MOTOR MECHANICS

The instability of Australia's car industry has exposed a situation where only the most aggressive and publicly visible companies will come out on top.

This means that, as a Motor Mechanic, you should make sure that you are:

- Employed by a progressive Company
 - Able to progress in your career
 - Given job security
- Given the convenience of a well equipped workshop
 - Earning top money
- Working with a reputable and efficient company

If you're not, one of NSW's largest Ford Dealers can give you these opportunities. Thompson Ford at Parramatta is continually growing. This rapid growth has caused a need to expand the Service Department.

If you would like to join the team then call David Johnson on:
891 4122

All applicants will be treated with the strictest confidence

ACI BLOWPAK (NSW)

A progressive plastics packaging company located close to public transport at Kingsgrove has vacancies for experienced tradesmen with mechanical aptitude to work in our modern factory.

Wages will be commensurate with experience. Superannuation is available after a qualifying period.

All enquiries will be treated with the strictest confidence. For an appointment please phone:

The Personnel Officer
(02) 502 4111

SECURITY

THE NAME AND NATURE OF FUTURE EMPLOYMENT.

If you prefer a disciplined work environment and are prepared to 'put in' to build a future, THE SECURITY INDUSTRY could be the career for you.

We have a proven 3 day, 16 subject course including Law, Pistol Training, career projection with certificate for qualifiers. Top qualifiers guaranteed job interviews.

CONTACT — GORDON DICK

CORPORATE EMERGENCY PLANNING

MELB:- (03) 820 0633 A/H:- (03) 736 1397
ADEL:- (08) 363 2799 A/H:- (08) 364 0741

7/428 St. Kilda Road, Melbourne Vic 3004



TRANSPORT AND PROCESSING INDUSTRIES

We require suitably qualified

TRUCK MECHANICS
LIGHT VEHICLE MECHANIC
AUTO ELECTRICIAN
BOILERMAKER

Top wages and conditions apply with these positions. interested persons should phone

Ray Wilson on 27 1026 A/H 21 6399
PO BOX 159 KAMBALDA WA 6442
Telephone 27 1026

A DIVISION OF N.B. LITTLE AND SONS PTY.LTD.



Automotive Personnel

**SOLVE YOUR STAFF PROBLEMS
PERMANENT & CASUAL PLACEMENTS**
Tradespeople, Trades Assistants, Parts Admin,
All Facets of Industry.

Dealerships, mechanical and specialised workshops, service
stations, panel and paint, mining companies.

**LOW AGENCY FEES
GUARANTEES ON ALL STAFF**

Contact the Specialists

AUTOMOTIVE PERSONNEL
168 SCARBOROUGH BEACH ROAD,
MT. HAWTHORN WA
(09) 242 1220

**BRIAN HILTON
TOYOTA
MOTOR MECHANIC**

An excellent opportunity to work on the Central Coast. We are presently
expanding our Service Department and require the services of a licensed
Motor Mechanic to become part of our highly successful Service Team.
Salary will be negotiable according to trade experience and qualifications.
Toyota vehicle experience would be an advantage. Excellent working
conditions. Special Toyota training available through our Toyota Dealer
Training Programme.

For further information contact
Carlos Azevedo or Peter Pattenden
Monday-Friday 9am - 4pm on
(043) 28 2888
Brooks Ave, Woming NSW 2259

**PANELBEATER
/MECHANIC**

We require the services of either of the above or a devoted car
enthusiast handyman to learn the auto glass industry. Mature
persons only please. The position holds all the usual benefits of
the car repair industry. Long hours, dirty work, with excellent
wages. Great team of workers, long services super, etc. The auto
glass trade is in need of people who can be devoted and are
capable of being a specialist. This is a challenging job. People
who have the wrong attitude need not apply. We have been
established over 25 years in the Mascot area.

Please apply by phone Mon to Fri
667 4072



**FITTERS HYDRAULICS
FOUR (4)**

Positions are available for experienced hydraulic fitters to carry out in-
stallation, service and manufacturing work on all types of Industrial and
mobile hydraulic equipment.

The work is varied and interesting and hydraulic experience and a
drivers licence are essential. Top wages will be paid for top people.
Overtime is available on a consistent basis.

Apply between 8.30 and 4.30 Mon-Fri
CONTACT: Geoff Livingstone
ARCHER HYDRAULICS
Phone 609 2755

MOTOR TRADE

BRAMBLES SECURITY SERVICES LTD. would welcome applica-
tions from the following:-

*Motor Mechanics
Auto Electricians
Vehicle Body Builders
& Mechanically minded People.*

our Company operates a fleet of armoured vehicles (both petrol &
diesel) and we require staff to carry out repairs at our Camperdown
(Sydney) workshop.

Top wages and Overtime available.
Superannuation available after a qualifying period.

*Please Phone Rob Marshman on 517-2949 To arrange an interview
during one of our regular BBQ lunches.*

**DUBBO CITY TOYOTA
CENTRAL WEST
NEW SOUTH WALES**

Requires the services of qualified technicians for all facets of diagnosis
and repair of TOYOTA, JAGUAR, RANGE ROVER ND LANDROVER vehicles
Requirements include eligibility or hold a current Muric licence. Be
willing to acquire Authorised Inspectors licence. Capable of working
unsupervised and converse with customers.

Some specialised training available
Wages negotiable depending on experience

Apply Service Manager,
DUBBO CITY TOYOTA, PO BOX 174 DUBBO 2830
Phone: (068) 82 1511 Fax: (068) 82 7372



**TECHNILOGIC
SELECTION**

REWARD YOURSELF

We have clients urgently requiring well-qualified personnel
in the following categories:

**Mechanics, Fitters, Toolmakers, Auto Electricians,
Transmission Specialists, and Hydraulics.**

**Telephone Noel Simmonds
on (02) 9595044**

**TECHNILOGIC SELECTION, Level 4, 1 James Place,
North Sydney 2060**

MECHANIC (Plant)

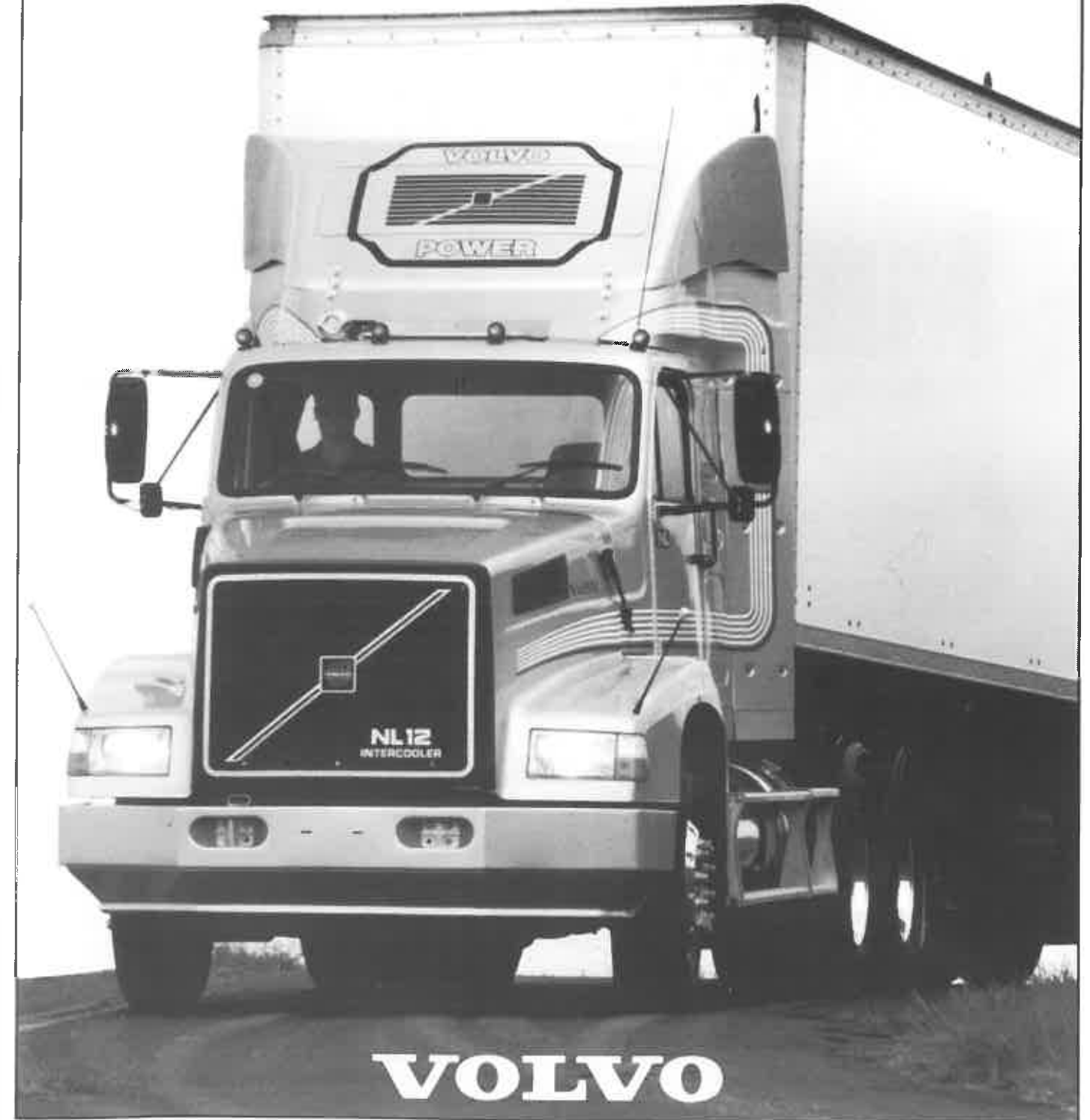
A position for a qualified and experienced Plant Mechanic or
Diesel Fitter is available at Auscott "Midkin" Moree.

The work involves general repair and maintenance or
irrigation and cotton farming equipment in a well equipped
shop, as well as field work.

We would also welcome applications from people
interested in Welder/fabrication positions.
These are permanent positions with good wages &
conditions Superannuation is available.

Apply in writing or Phone
DAVID RIXON
AUSCOTT LTD.
P.O. Box 711, MOREE NSW 2400
Phone: (067) 54 2144

**THE NEW VOLVO NL.
RAISING THE STANDARD.**



VOLVO

BANDAG...



Independent studies, conducted by the Queensland University of Technology, have demonstrated that BANDAG cold process retreads outperform Oliver pre-cured retreads by miles . . .

TEST No. 1

The University's first test showed that a bulk sugar carrier, fitted with BANDAG retreads, averaged 157,410 kilometres on the drive, and 271,735 kilometres on the trailer.

TEST No. 2

QUT compared BANDAG to Oliver pre-cured retreads on a semi trailer running between Brisbane and Sydney. The test showed that BANDAG outlasted Oliver by 18.5%.

"THAT'S IMPRESSIVE IN ANYBODY'S LANGUAGE"

If you're interested in big savings on your running costs telephone 008 077 121 for your complimentary copy of the QUT Report.



"WORLD'S MOST TRUSTED RETREAD"

BANDAG MANUFACTURING PTY. LIMITED

Australian Licensee of Bandag Inc. Muscatine, Iowa, USA.

70 Industrial Avenue, Wacol, Queensland, Australia, 4076.

Telephone: (07) 271 1811. Facsimile: (07) 271 1687. Telex AA41445.