

RNZCT



Newsletter

RNZCT Newsletter

VOL 1

NO. 5

MAY 1981

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A MESSAGE FROM THE DIRECTOR

The Corps has recently celebrated the second anniversary of its formation concluding what has been a busy and eventful period since its transition from the Royal New Zealand Army Service Corps. Without exception, I have found on my visits to units that most members of the Corps are giving of their best to establish the place of their unit within their region and the Corps within the Army. For this, I, and other Officers within the Directorate, are very thankful.

Many problems have occurred within Corps units which could have been avoided. If Officers and NCO's had given sufficient forethought to tasks, exercised the requisite supervision, used their common sense, their training, their experience, and followed instructions, most problems would not have occurred.

However, I must also say that some problems are unavoidable. Difficulties arising as a result of equipment malfunction, through poor design or age, will occur. Problems caused by other organizations lacking in professional approach will also occur. It is up to us, however, to try and keep problems which occur in this way to a minimum. Proper care of equipment (and I can cite numerous instances of poor maintenance, incorrect use and an uncaring attitude by some RNZCT personnel) and preventative maintenance will reduce some problem areas.

As a Corps and in whatever tasks we are required to carry out the quality which we should continually demonstrate is PROFESSIONALISM. I know that many members of the Corps do practice this quality, however, as I have indicated, many do not. Those who are in the "do not" category know who they are as invariably they are the ones who find themselves without a paddle.

In conclusion, I would like to thank those who play their part in keeping the good name of the RNZCT to the forefront - well done and keep on doing your thing for the Corps. To those who are not playing their part - you had better look to your skills as paddle carvers!



(R.W. THOMSON)
Lieutenant Colonel
Director of Transport,
Movement and Catering

PROFILE

'Mad keen on catering'

A short profile on Major W.G. Anderson FCFA(CG), FHCIMA, MBIM, RNZCT.

The New Zealand Army's chief catering adviser is an officer with a distinguished career in the British force and a long and enthusiastic association with civilian catering organisations.

Major Walter Anderson (46) resigned from his position with the British Army in January this year and shortly afterwards began work for New Zealand Land Forces Headquarters in Takapuna, on Auckland's North Shore. He left behind a lifetime's devotion to the field of catering in Britain and a respected position as senior catering adviser for Scotland.

Long-standing attraction

However the decision to come to New Zealand was not made on the spur of the moment. Major Anderson says he has had a long standing attraction for the country and the attitude of New Zealanders, coupled with a deep wish to spend his retirement in a country such as this. Backing this up was British friends' glowing descriptions of the Utopia they have found here.

Major Anderson's first foray into the world of military catering was at 18 when he joined the British Army. He gained the necessary Army catering qualifications and the London City and Guilds certificates and worked his way up to a warrant of catering instructor.

He was commissioned in 1964, and from 1966 to 1969 he was stationed in Malaysia in charge of the 64-bedroom 'Runnymede' officers hotel in Penang. He was promoted to Major in 1968.

Major Anderson gained experience of civilian catering establishments in 1970 when he was seconded to the British company, J. Lyons and Co Ltd, under a long-standing agreement between the firm and the Army. J. Lyons and Co is one of Britain's biggest catering organisations, with a then (1970) turnover of around \$600 million p.a.

The agreement the Army had with the company allowed two senior officers a year to spend that time working in the ranks of high level commercial management in order to

gain an insight into the day to day running of civilian catering. During his year with J. Lyons and Co Major Anderson said he gained valuable experience in commercial catering, costing procedures and budgetary control.

His work included supervising buffet meals for garden parties at Buckingham Place and through this connection he was presented to the Queen.



Major Walter Anderson.

Major Anderson was later involved with another royal occasion. When Princess Anne married in 1973 he had overall responsibility for planning and presenting her wedding cake. The large five-tier cake was 5 foot 6 in high and weighed 165 lb, including a 90 lb bottom tier.

After his year's secondment Major Anderson returned to the Army as senior officer instructor at the force's School of Catering at Aldershot, a position he held for the next three years.

From 1974 to 1978 he was based on Cyprus as chief catering adviser for British troops and also acted as United Nations catering adviser.

He became second in command at the Army catering school when he returned to England, and spent the

next two years there. His subsequent and last appointment in Britain was that of senior catering adviser for Scotland, which he held until his departure for New Zealand this year.

Although he has now resigned from the British Army Major Anderson is still the current 1980 sub-machine gun shot for the entire catering corps of about 5000.

During his long career in Britain Major Anderson was also closely involved with civilian catering associations. He is a fellow of the British Cookery and Food Association, a master craftsman of the British Chefs' Guild, a fellow of the Hotel and Catering Institute of Management and a member of the British Institute of Management.

He holds the old London City and Guilds 152 qualification and was involved with drawing up training for 706/3, 4 and 5.

In 1978 he acted as judge of the cold larder section for London's Hotelympia and was vice chairman of the committee of management. He was a judge for the Scottish Salon Culinaire in 1980. He has himself won a gold medal and challenge cup for a collective presentation at Hotelympia and has been awarded three Diplomas of Honour.

Scottish-born

Major Anderson was born in Scotland and lived in Glasgow and Edinburgh. Although he naturally intends to retain his ties with his birthplace he says his current aim is to integrate fully with New Zealand life and become 'a real Kiwi.' He hopes to join appropriate New Zealand catering associations and offer his experience to assist with competitions, salons etc.

"I'm mad keen on catering. It's my life, and I want to continue with it here", he says.

Major Anderson was accompanied to New Zealand by his wife, Anne, and son Derek (18) who is in the seventh form at Takapuna Grammar School. A daughter, Rhona (20) is a policewoman and has remained in England with her police officer husband.

1 TRANSPORT REGIMENT

CO	:	MAJ	R.J.	McGILL
ADJT	:	CAPT(W)	D.R.	BRADLEY
RSM	:	WOI	P.P.	TEREWI

Greetings to all members of the RNZCT
Corps and the South Island members.

Since October 80 the unit has been well employed. During October the Regimental Annual Camp was held at the Kaipara/Woodhill State Forest. The training conducted was interesting for most and included Deployment Procedures, Drop Zone Operations (By day and night), Delivery Point Operations, Helicopter Operations with Iroquois and Sioux aircraft, Minor Tactics and Camouflage.

In November 80 1 Task Force Region conducted a Command Post Exercise. This was attended by Regular and Territorial Force personnel. The role of this Headquarters was to man a Battalion (Infantry) Headquarters. We must have carried out the task well as it was even heard, that the Royal New Zealand Corps of Transport were running the Battalion Headquarters better than the Infantry. No, we are not changing to foot soldiers up here in the Sunny North.

During December the Long Look 80 personnel were processed through the unit. The unit then closed down for Xmas.

Well back from the Xmas break many of the Headquarters staff had a hard task ahead, as at the end of the month RFL tests were carried out.

The New year is well under way and Exercise TRIAD 1981 employed most of the Headquarters personnel at Waiouru. During the exercise some clerks drank alot of coffee etc and played many games of cards. Overall we don't know who won the war but us Northlanders could retreat on 28th February. Good luck to the Southlanders and the Ferries. (What Ferries).

DISCHARGE : WOII ROY HARRIS

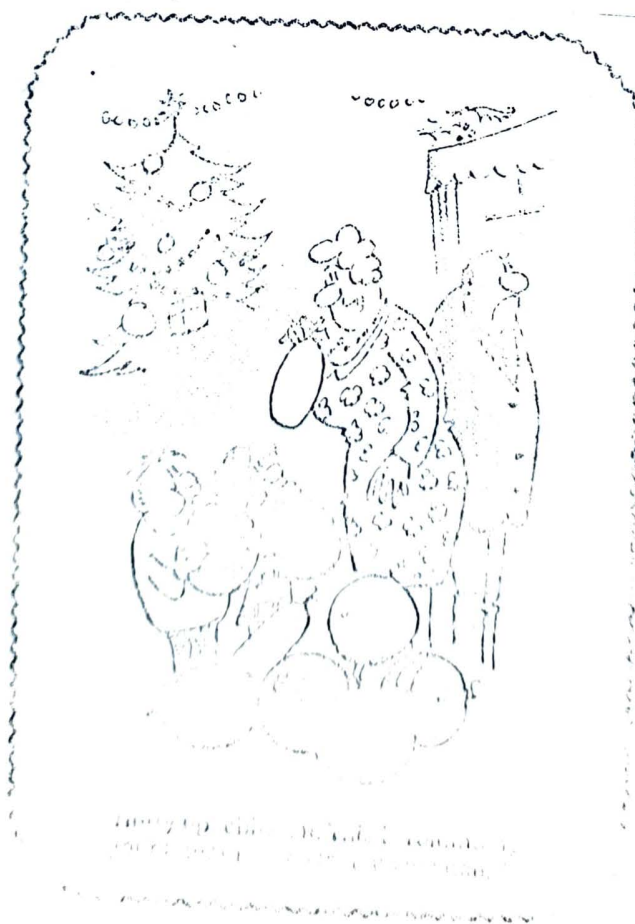
After 30 years service Roy has finally taken his discharge on 6 Mar 81. During his time he served in Wellington, Linton, Waiouru, Papakura, South Vietnam and Singapore, filling many appointments such as: Driver/Mechanic, Movement Operator, Clerk and Regimental Quartermaster Sergeant. He will be missed by many members of the Corps.

THINGS TO BE WATCHED : THE RSM

Well some people have status symbols and some don't.

We don't know who's pockets he has his hands in but did you know that he has a caravan which came to work and sat outside the office, must be a new Command Post. He had better watch out as it might turn green. Then! Low and behold a few weeks after that he turned up with a nice size boat, that too seemed to come to work many times. New RNZCT Transport?? These status symbols just seem to get stuck on towbars. Golly Gosh! Not another one, it's a new name tag, it says "RSM 1 TPT REGT". That will mean more work as R & SO Vol II will be amended.

Well what will be next. Be sure to watch the next addition of the RNZCT Corps Newsletter for the continuing saga of THINGS TO BE WATCHED.



1ST TRANSPORT SQUADRON

OC	MAJ HAWORTH
2IC	CAPT HAWORTH
SSM	WO2 POMARE
CCLK	CPL BLUMENTAL
SQMS	SGT TUAPAVA
11 TROOP COMD	2LT WATSON
11 TROOP ADMIN NCO	SGT BRUCE
12 TROOP ADMIN NCO	SSGT BANKS
13 TROOP ADMIN NCO	SSGT O'BRIEN

Exercise Training

This year's Annual Camp was conducted in the Woodhill State Forest in conjunction with 5 and 6 Squadrons of 1 Tpt Regt. The camp was a very different experience of training for the unit, as most of the training was on reverse cycle. Skills tested included deployment, setting up of Command Post, night driving, convoy driving, camouflage of vehicles, DZ for air drops and recess of DP AP PP all in all an interesting camp which kept all levels of command on their toes.

1 TFR Command Post Exercise conducted in November was attended by command elements of 1 Tpt Sqn.

Between 18 - 27 November all 11 Tpt Troop assisted 3 Auckland & Northland Bn and 1 Field Hospital to their respective Annual Camps.

Lcpl Parminter and Ayling attended Operation Deep Freeze for three months and from all reports enjoyed their Tour of Duty.

Capt Haworth took a small team to Ex TRIAD in February 81.

Of course all this has been interspersed with usual TF Training, night parades; as you may gather from this we have not been shirking. Commitments in March to May 81 promise very full employment indeed.

Vehicle Refurbishment

This has been proceeding slowly but surely. Almost all vehicles have been replaced at the time of writing.



★ "YOUR new diet will be simple. You can eat anything. Just don't swallow."

1 MOVEMENTS CONTROL UNIT

It has been work as usual for 1 MCU, with the separate functions of Defence Travel Centre and Defence Freight Office. The individual occurrences are outlined below:

Defence Travel Centre

Another year has almost gone by, in the world of movements and we find another big change over in staff, as follows:

Outwards:

Capt T.W. Parsons to 3 Tpt Regt
WOI R.W. Painter to Civvy Street
Sgt T.J. Baker to DTC Singapore

Inwards:

Lt (W) I.A. Bennett from 1 Tpt Regt (via Long Look)
WOI G.R. Waaka from Civvy Street (and DTC Wellington)
Sgt G.D. Peake from 31 MCC

The Defence Travel Centre found itself with a new Staff Sergeant with the well deserved promotion of Sgt Watene. Cpl L.E. Orr is also absent from the office at the moment in Brisbane on ANZAC Exchange and if rumours are correct having a ball and indulging in a bit of Rock fishing.

The Audit with the DTC, was completed with another clean bill of health. It's a hard record to gain, but well worth having.

The May Charter (April actually) is again looming in the near future with again an almost new staff who have never handled a Charter from the Auckland location, but confidence is high that it will, again, go without hitch.

There is to hand one amusing story to tell. (Others are available, but may be libellous).

One day last year the Defence Travel Centre got a telephone call that went something like this:

Telephone rings

DTC: Defence Travel Centre _____

Caller: Oh yes its _____ from _____

DTC: "How can I help you?"

Caller: "We would like your assistance meeting someone _____ off an International flight".

DTC: "What's he coming for?"

Caller: "Sorry I cannot tell you that's classified".
DTC: "Ok, what flight is he coming off?"
Caller: "Sorry I cannot tell you that's classified"
DTC: "Well, what time?"
Caller: "Sorry, I cannot tell you that's classified"
DTC: "What's his name?"
Caller: "Sorry that's classified"
DTC: "Sorry we cannot assist you then".

The caller was indignant at the lack of co-operation from DTC. (This is a true story).

Defence Freight Office

The function of DFO Auckland remains unchanged - CARGO IN - CARGO OUT - it's just that we do it better and more often than anyone else (Don't worry, nobody else believes us, either). Containerization of housepacks from Singapore is now a well established procedure and certainly functions well-provided we get a forklift.

There have been a few staff changes and the next to go is Dvr Mike Wynne to 44 MCC. Cpl George Jones and Lcpl Merv Williams have opted out for Civvy Street and depart later in the year. Sgt "Gos" Gosden, RNZAF, is due to leave us on 25 May on posting to RNZAF Base Auckland. Looks like we'll have a few vacancies - any offers? Most of the remainder of the staff are plotted for courses at various stages of the Waikouru winter.

The MWD are scheduled to commence work on our new premises in St George's Bay Road in March (better later than never) but when we actually move there is another story. Once in our new premises all drivers are warned to wear mouth guards, or lose their teeth bouncing over JJJJJ Judder Bars. The Armed Forces Canteen Council, who share our present building, will also be moving to St George's Bay Road. As any Southbound driver can tell you, the AFCC contribute a major portion of freight moved South by Service transport.

Overall, Defence Freight Office is living up to our "CARGO IN - CARGO OUT" motto, and, barring strikes, the freight never stops.

5 TERMINAL SQUADRON

OC
SSM

Major R.D. MacIntyre
WO2 A.D. Swanson

by Pelican

1. Comings and Goings:

a. Posting In

- | | | |
|-------------------------|--------------------------|----------|
| (1) <u>Headquarters</u> | - WO2 A.D. Swanson | SSM |
| (2) <u>51 AD Tp</u> | - Dvr I.P. Williams | Dvr |
| | - Dvr M. Grabner | Mov Op |
| (3) <u>53 Log Tp</u> | - Sgt C.C.O. Swan | Tpt |
| | - Lcpl P.R. Foote | Tpt |
| | - Dvr A.J. Fraser | Tpt |
| | - Dvr A.M. Horgan | Catering |
| | - Dvr J.F. Cameron | Catering |
| | - Dvr B.W. Martin | Catering |
| | - Dvr T.J. Van Ameringen | Catering |
| | - Dvr P.R. King | Catering |
| | - Dvr A.J. Culley | Catering |
| | - Dvr (W) W.J. Yardley | Catering |

- b. Posted Out:
- Lcpl C.D. Dickson to Singapore
 - WO2 G.J. Harris to HQ 1 Tpt Regt

2. The Squadron has been very busy since we last went to print. The OC has just arrived back from an all expenses paid vacation/working tour of Hawaii and Sgt M.N. Heather attended the annual get together of the Hercules C130 aircraft exercise held in Canada. With the onset of the year's courses; we will again be kept very busy, so any of you Southern sun-seekers that wish to move up this way, how about giving the nudge to those resident in the Brick Buttrass at the other end of the beanstalk.

3. From: Mallet Head Harry's Memoirs: Annual Camp 1980

We had been given the final brief on the move to a new location up near the sharp end. On arrival in the new location the SSM gave the Operation's Officer com comms officer and myself, the allotted area where the CP was to be situated; FINE!!

With the (we shall call him) the Ops Offr, three others and myself set to to clear the area of sticks and such like; we were then ready to start erecting the frame of the tent.

With great zeal and enthusiasm we commenced to put the frame together, which I must add went well, until !! oops the Ops Offr had built his section of the tent around the tree! Need I say more?



SKETCH: Courtesy of United Artist NZ.

Last Post: Sgt William Paora Paul - on 5 January 1981.
(Territorial Force Member 52MC Tp).

51 AD TROOP

Tp Comd	Sgt H.W. Heather
Tp Sgt	Sgt H.S. Ashby

1. 1980 passes as the year for Labour or is it National; never the less all personnel from 51 AD Troop wish everybody a prosperous and Happy New Year.

2. The Troop kicked off the New Year with airdrop locally and followed by numerous live ration drops on Gt Barrier Island as well as up and down the country.

3. On the training side of the job, our instructors are, at present preparing for two Air Despatch courses to be conducted later in the year. With the re-introduction of the Advanced AD course, the syllabus has to be changed to keep up with today's standards. Add to, that various parades and displays, we are kept a busy little bunch.

NOTE: Corps Units, if you are on a field exercise and you desire fresh eggs for breakfast, gives us a call (through normal channels of course) and will be only too pleased to drop them in. (UNSCRAMBLED)!!

4. McMurdo Ship-Off-Load 1981 Lcpl D.J. Welch

This year's Ship-Off-Load period of Operation Deep Freeze drew support from 5 Tml Sqn's Territorial element for the second successive season. Ten NCOs and Drivers along with two Regular Force NCOs flew to McMurdo Station to await the arrival of the U.S.N.S. "Southern Cross".

Upon arriving in Antarctica the team settled into the southern life style, for nine troops, this was their first trip to the Ice. The ship was still five days away and this gave the guys a chance to see the more "touristy" sights of McMurdo Station and Scott Base.

When the ship did arrive, all hands were put to work along with other cargo handlers and drivers, at unloading of the stores and equipment vital to the running of the Research Programmes and support Forces. Despite the limited knowledge of wharf procedures, this team had every man settled in and doing his job. There were the occasions when heads and cameras were turned towards the open water watching for the seals, penguins and killer whales that surfaced through the broken ice.

By the fourth day everyone was feeling the strain of a continuous twelve hour day, or night shift. Despite this, the back-loading of cargo had begun and spirits were high knowing the tour was nearing an end.

January 31st, the sixth day. While the last of the cargo was being tied down, passengers were boarding the ship - their transport home. For this team it was only eleven days, for one U.S. Scientist it was seventeen months.

It all seemed too good to be leaving, but the six days trip back to Lyttleton, was a long and drawn out affair, off-set by the spectacular views of ice bergers and the Ross Island coast line. The "cruise" took a day longer than expected; a bit of a let down as the ship was turned around a day ahead of schedule.

In all, the tour lasted seventeen days from the 21 January to the 7 February and everybody enjoyed and profitted from it.

53 LOGISTIC TROOP

Tp Comd	Lt D.J. Bulmer
Tp Sgt Cat	Ssgt D.F. Cantell
Tp Sgt Tpt	Sgt C.C.O. Swan

1. The Troop continues to survive in the winterless North, occasionally advancing into areas of new adventure, besides transporting NZLF personnel and producing "Gastronomic Delights". In fact a change of name is contemplated due to the nature of these activities, by democratic/general consensus we may be called the "53 Flying Troop". With the support of 'PTSU8 and 3 Sqn RNZAF, the troop has completed two air exercises, parasailing and helicopter drills. Corporal 'Marty' Hiko dumbfounded PTSU by not fitting into the Tower Jump Harness, PTSU not to be outdone, insisted the 53 Tp complete their parasailing in 18 knot winds, apart from a few stiff necks no injuries were sustained. All participants are now eagerly awaiting for a proposed water jump.

2. Nevertheless, as elsewhere in the country, duty soon calls again and it is back to the grind - more visitors, GOC's functions, exercises, PT - all the good things in life.

RIEN SANS TRAVAILLE

ECCLESIASTES : 7:5



★ "WHAT do you think?"

6 COMPOSITE SQUADRON

OC	CAPT	HC WEDDELL
SCM	WO II	RG AVENELL
SQMS	LCPL	S TUHI
61 TP	LT	WG FRASER
62 TP	WO I	RR HANDG
63 LOG TP	SSGT	R STEPHENS

1. As this is our first contribution to the Corps Newsletter for quite a while, perhaps its appropriate at this stage to bring one and all up to date with the comings and goings of the unit,

Posted In

Capt	HC Weddell
Lt	WG Fraser
Sgt	HR Dixon
Sgt	R Wardlaw
Cpl	PT Parker
Cpl	CR Reedy
Lcpl	S Tuhi
Dvr	IA Bublitz
Dvr	GJ Cooper
Dvr	PT Taimai
Dvr	SB Woodhead

Posted Out

Maj	DM Campbell
WOII	PP Terewei
Capt	RB Haworth
WO II	WJ Nerheny
Ssgt	G Harman
Sgt	FL Subritzky
Cpl	P Kingi

We say farewell to those who have left us, and wish them well for the future, and welcome those who have joined us.

Highlights From The Tps

2. With the passing of time we have had our moments here at HQ, like when the old OC Major DM Campbell returned from Exercise Crusader and headed for greener pastures as OC of 4 Comp Sqn, the SCM (Pike) Terewei, after returning from an Exercise in Fiji, didnt have time to say hall6! before he was moved up to 1 TPT REGT as RSM, and Sgt Swan our SQMS went back to transport over at 5 Terminal Sqn, and last but by no means least, Cpl (Blue) Blumenthal moving over to 1 Tpt Sqn as their clerk.

After all this had happened, there was a rush of new blood into the HQ, bringing with them new ideas and enthusiasm to inspire us all on to greater things for the days ahead. We welcome them and hope their stay is enjoyable.

/ 61 Tp

61 Tp

WO II (Bill) Nerheny attended a ceremony at Government House for the presentation of a plaque from the Governor General Sir Feith Hollyoake on behalf of the Defensive Driving Council, he must have got the nod from Sir Keith because shortly afterwards he was posted to Singapore (what a shame Bill)

We said farewell to Cpl (Ray) Hawkins, who is trying his luck in civy street, he has formed his own band and promises to do well, and also to Dvr (Charliehorse) Kara, who hopes to become a Traffic Officer (cop), so look out you speedys, he knows you well. We wish them all the best for the future.

62 Tp

Its not our usual policy to blow our own trumpets, but there are a few highlights worth mentioning, like Lcpl WG Cessford going over to UK on Exercise "Long Look". In the Saloon Culinier Competition held at the "Intercontinental Hotel Auckland, Dvr (Flash) Gordon won the junior section for his margarine carving, he also received another trophy for a margarine carving in the Maggi Cup Competition, also for the same competition Lcpl (Lance) Whitcombe received a trophy for his presentation of a decorated ham. Then there was the catering support for Papakura Camp Open Day, although a great success for the organisers, it will be remembered by us as "The Day of The Sausage & Chips", we sold hundreds.

Ssgt (Grant) Harman has taken up his appointment as Chief Cook to Government House, and Sgt (Ilyod) Subritzky to 4 Comp Sqn, we wish them well in their new appointments.

We said farewell to Cpl (Bob) James, Cpl (Bill) Jensen, and Dvr (Sean) Anderson, who are trying their luck in civy street.

63 Log Tp

Commonly known as the forgotten few, south of the Bombay Hills, on the right side of the track heading south, we have managed to keep our heads above water and solve all problems presented to us with our usual efficiency, no mean feat I might add, here is just a few statistics that come to mind, we carried out 2,534 tasks, travelled 161,849 kms and used 21,375 ltrs of petrol during the last six months. Not to be outdone, the kitchen has fed a total of 15,140 pers, also our Chevy Loco has done 30 hours of movement, so when you are zooming pass us on your way to Auckland why not stop and come in and say hallo, we are always glad to see a new face.

Squadron Activities

3. We are no different from other units within the Corps so it is very difficult to get the unit together for social gatherings, however we did manage to enjoy ourselves in the following,

A Run for Fun to Ngaruawahia, 48 long miles run on a relay system, those who participated said they enjoyed it, I think it was the beer at the end of the run they

were really after,

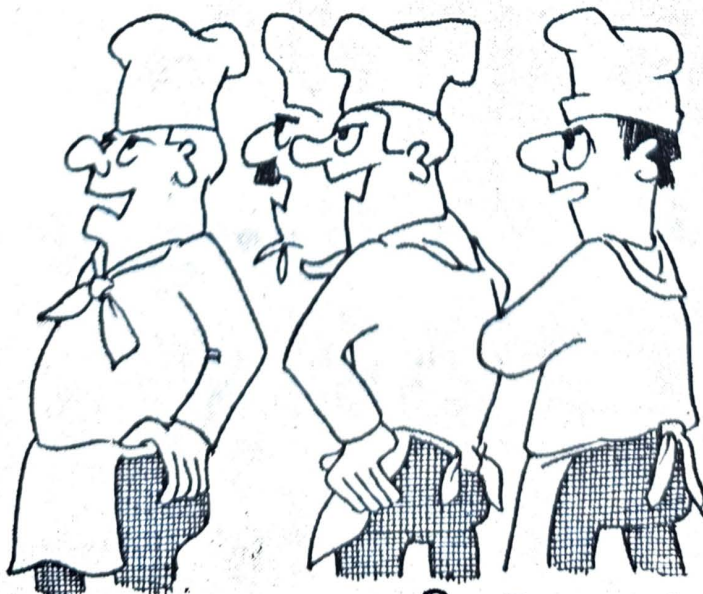
The childrens Christmas Party at Mc Cullams Beach was very popular, with Sgt (Tubby) Newton acting as Father christmas, the kids really enjoyed it, so did the Mums and Dads,

We had a swimming carnival at the Papakura Camp swimming pool in January, it was good to see that the sport has not lost its popularity, some really good times were put in.

4. So in closing, 1981 promises to be another good year for the unit, with continued employment and christmas only a few months away, perhaps there will be another pay rise before then.

Briefcase

and although clock watching is not an army sport



SHALL WE CLEAR AWAY FELLAS? — 5 4 3 2

2 TRANSPORT REGIMENT

CO	Maj C.P. Sinclair
Adjutant	Capt (W) P.H. Brooking
RSM	WO1 E.T.R. Chadwick, MBE

General

The past few months have been busy ones for the Regiment. In December we lost one Commanding Officer and gained another.

Major K.L. Philip retired from the service on the 14th of December and Major C.P. Sinclair was appointed acting Commanding Officer.

The DTMC, Lt Col R.W. Thomson attended the farewell of Major K.L. Philip and we have no doubt the farewell was one that will be remembered by all who attended for a long time to come.

A Regimental Dinner was held for Major K.L. Philip, and was a great success. It offered our lost souls from the Capital an opportunity to visit Linton and our congratulations go to the Catering personnel of 105 Catering Troop who contributed so much to a wonderfully successful night.

Our Adjutant was heard muttering words (which we could not submit for print) when she was hoisted aboard the M818 to accompany the out-going CO around Linton Camp for the last time. What better reward for all the 'devious' deeds she had personally arranged to make this journey a memorable one.

Personnel Changes

The following changes have taken place within the Headquarters since the last Corps Newsletter:

- a. Inward: Major C.P. Sinclair from 10 Tpt Sqn
Lt P.B. Simpson from 5 Tml Sqn
Dvr J.P. Leathard from Basic 172
- b. Outward: Sgt G.D. Plant to Civvy street
Lcpl R.E. Johnston to 2 Comp Sqn
Lcpl N.B. Thomas to Civvy street

In addition, the following personnel will be taking their release from the Army over the next 3 months and we wish them well for the future:

Capt (W) P.M. Brooking	30 Apr 81
Cpl C.J.P. Tanoa	21 May 81
Cpl G.R. Mason	21 Apr 81

A Parting Shot

A game of cricket was mentioned as a Wednesday sport and has since become very popular amongst Linton based personnel. A team has been selected to travel South and take on the might of 2 Comp Sqn at the DCG. WO2 HADLEE Haddon has stated that they have the 'best' cricket team within the Regiment. WE WILL SEE!

If any of the other Regiments or smaller units think they could produce a team capable enough to challenge 2 Tpt Regt, (cricket or softball) please forward all enquiries to the RSM, (Quack-Quack) of 2 Tpt Regt.

* * * * *

Never put off until tomorrow what you can do today," a wise man once said, "because if you enjoy it today, you can do it again tomorrow."

* * * * *

An Air Force Station went straight into its emergency drill when a fighter pilot radioed to say he was out of fuel.

The alert went out and crash procedure functioned perfectly and smoothly. Fire tenders, rescue personnel, an ambulance and a medical team stood by - all in a matter of seconds.

With everything at the ready, control called the pilot.

"Keep calm," the pilot was told. "Keep your head and do exactly as you are told. Now where are you?"

The pilot's voice came back. "At the end of the runway," he said, "waiting to take off."

* * * * *

A well meaning old lady living near an Army camp invited an officer to bring a group of his men for what she called a cocktail party.

Captain Jones and a party of 20 men promptly accepted, but were dismayed to find that the "cocktails" turned out to be glasses of pale lemonade, and in lieu of the expected savoury morsels, there were large plates of home-made cakes.

The cakes were good, but after each man had downed about 10 of them they lost their appeal. Finally there was only one cake remaining.

"Well well," said the old lady, "there is just one cake left. What will I do with it?"

There was a brief silence, then the Captain spoke.

"The first man to answer that question," he warned, "will be court-martialed."

* * * * *

2 TRANSPORT REGIMENT WORKSHOPS, RHIZEME

OC Capt B.J. Manley
Art Veh WO2 A.G. Raggett

General

The past few months have been busy ones for the Workshops.

2 Tpt Regt Workshops was involved in 10 Tpt Sqn's Annual Camp held at Camp Webster, Waiouru, 20 Jan - 9 Feb 81. The unit demonstrated to 10 Tpt Sqn what camouflage was all about.

2 Tpt Regt Wksps was also involved in Exercise TRIAD, as we had two Recovery Teams tasked during the period of the exercise.

Personnel Changes

Inward:

Cfn F.K. Wade ex BAA 169
Cpl A.N. Price ex 2 Fd Wksp
Cpl A.G. Orchard ex 2 Fd Wksp
Lcpl S.J. Pene ex 2 MCU

Outward:

Cpl G.R. Mason to Civvy Street



★ "WHY did he bother to shout 'single file'?"

2ND COMPOSITE SQUADRON, RNZCT

OC	MAJ J.M.N. GUNN
2 IC	LT D.T. MRAVICICH
SSM	WO2 O.T. HADDON

Introduction

After a rather hectic 1980, the New Year started on a quieter note for 2 Comp Sqn and 2 MCU. However, as in all good things, such peace was short lived and all services are back in popular demand.

Top marks must, however, go to the lads of DFO Wellington, who having had an enforced but longer break from it all than most, due to shipping strikes, did a first class job in receiving and then delivering some 32 containers of personal effects from overseas. As containers were delivered, their contents were duly driven onto the Dorset parade ground, and whilst one could be forgiven for wishful thinking, any illusions of DMVC being magnanimous in its New Year handouts were quickly shattered as proud owners came to stake their claims.

However, while in the business of handing out well deserved praise, some special glowing tributes must surely go to:

- a. Catering who, over and above standard mess catering provided assistance for some 395 functions during 1980; and
- b. DSTP assistance for some 985 tasks per month during Sept - Dec 80.

The fact that these tasks were achieved is praiseworthy itself but even more so is the fact that the "thank you" file outweighs the "complaints" file many times over.

Our priase, however, is not entirely self centred, and from those who were able to enjoy the thrills and frustrations of Exercise TRIAD, WELL DONE 4 Comp Sqn on a tremendous, invidious and impossible job!

NEWSFLASH

THE PURPLE ONION IS EMPTY

The day that so many people in the Corps have been waiting for arrived earlier this year. The DSTP (Det) Trentham has finally shifted out of the infamous 'Purple Onion' into their new (renovated) building across the road next to the 2 TFR LAD Building.

Sgt Frank Bahler reckons his new office is the best thing since sliced bread because it's got wallpaper and the floor is carpeted!!!! What's more half the transport park is sealed!

2ND MOVEMENT CONTROL UNIT

Postings: OUT Lcpl S.J. Pene to 2 Tpt Regt
Promotions: Sgt D.J. Bannister to T/SSgt
Releases: Lcpl J.D. McKay on 13 Feb 81.

2 COMPOSITE SQUADRON

Postings: IN Sgt D.T. Fitzsimons ex 10 Tpt Sqn
 Dvr M.N. Humphrey ex NZ Tpt Sqn
 Dvr (W) C.R. Joines ex Basic 171
 Dvr G.C. Newman ex Basic 172

 OUT Lcpl G.H. Mercer to NZ Tpt Sqn
 Dvr R.C. Petersen to NZ Tpt Sqn

Promotions: Cpl H.J. Bourne to T/Sgt.

'Now then Corporal' said the Major to the new man posted to his command, 'I hear you're a terrible gambler. I want to make it quite clear there's to be no gambling round here.' 'Yes sir,' said the corporal, 'but the thing is I can't help it. For example I'll bet you a week's pay that you're wearing a red vest at this moment.'
'Right' said the Major, 'I'll teach you' and he took off his shirt to show he wasn't even wearing a vest at all. Later that evening he told the story to the adjutant, and how much he had won. 'Oh no,' moaned the adjutant, 'That corporal bet me a month's pay that he could get you to strip to the waist within five minutes of meeting you.'

10 TRANSPORT SQUADRON

OC	2Lt GJ McKay (Acting)
SSM	WOII TJ Makea

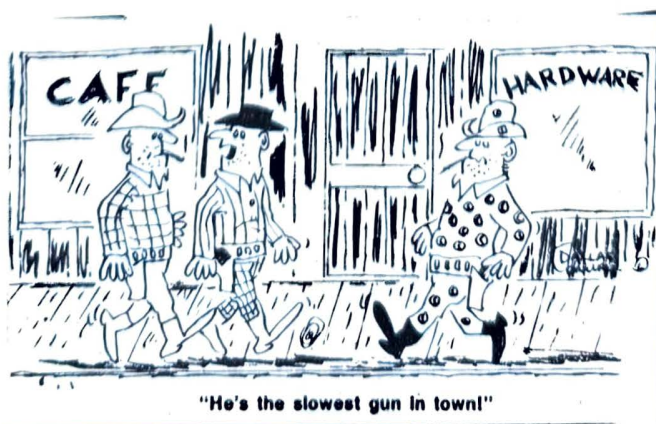
As with most units within the New Zealand Army, 10 Tpt Sqn has had a number of postings including several internal changes.

Besides the normal type of taskings, including the increasing use of our Heavy Lift Section the squadron provided assistance to various organisations including:

- a. The Napier Military Pageant;
- b. Two Army Memorial Museum Golf Tournaments.
- c. The National Scout Jamboree, in the Hawkes Bay area, and
- d. Exercise TRIAD.

A total of 40 RF and 40 TF soldiers attended Annual Camp which was based in the Maowhango area from 24 Jan to 7 Feb 81. The Camp, which incidently was a "dry" one, was run on a semi-tactical basis with inter-troop competitions. The emphasis was placed on speed and efficiency with 103 Tp being "TOP TROOP". The camp was a great success and will be remembered by all who attended for sometime.

As indicated above Maj Sinclair has now taken up his new appointment as CO 2 Tpt Regt and the Squadron is awaiting his replacement.



101 TRANSPORT TROOP

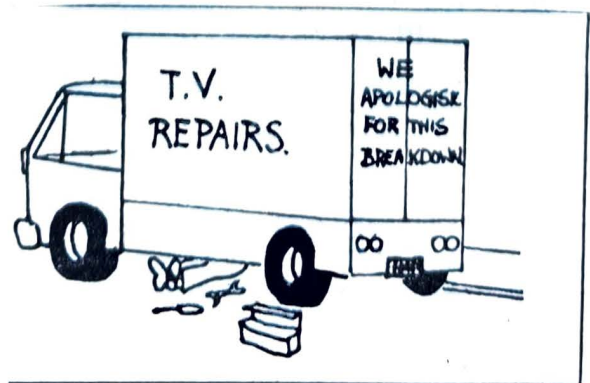
Troop Comd	2Lt McKay
Admin NCO	Sgt Hauwai
Tpt Sgt	Sgt Gee
Cpls	Cpl Rupuha
	Cpl Tamehana
	Cpl Prujean
	Cpl Paratene
	Cpl Wilson
Lcpls	Lcpl Busch
	Lcpl Clarke
	Lcpl Kahui
	Lcpl Nuku
Dvrs	Dvr Aupouri
	Dvr Barrett
	Dvr Batten
	Dvr Candish
	Dvr Christiansen
	Dvr Crowley
	Dvr Hiroti T.
	Dvr Hiroti R.
	Dvr Hurunui
	Dvr Joe
	Dvr McDonald
	Dvr Nicol
	Dvr Norfolk
	Dvr Te Rauna

Besides the normal taskings, the Troop provided assistance to many organisations.

A Rover display Team high-lighted the Napier Military Pageant. Their training also included accident procedures with several TY 367's - nevertheless a good effort.

During the New Year Transport assistance was provided to the National Scout Jamboree, and this was followed by assistance to 5 WWCT and Exercise TRIAD.

The troop is hoping that the year 1981 will be much kinder in terms of taskings - Well, its a good dream especially if the beginning of the year is any indication.



105 LOGISTIC TROOP

Tp Comd	2Lt Thomson
Tpt Sgt	SSgt Topia
Maintenance NCO	Cpl Brown
Despatch NCO	Cpl Carlsen
The Team	Lcpl McMillan
	Lcpl Smith
	Dvr Broughton
	Dvr Berry
	Dvr Brown
	Dvr Dann
	Dvr Nepia
	Dvr Taotahi
	Dvr Stevens

Since our last newsletter there has been a vast change of personnel within the Troop.

<u>Posted In</u>	Cpl Ray Brown) From 101 Tp
	Lcpl Michael John Smith	
	Dvr "Budha" Brown	
	Dvr "Buckets" Taotahi	
	Cpl Jeff Carlsen	From 3 Tpt Regt
	Dvr Possum Stevens) both from
	Dvr Graham Dann) civilian street
		ex 10 Tpt Coy
<u>Posted Out</u>	Cpl Tai Rupuha) to 101 Tp
	Lcpl John Busch	
	Lcpl Noel Kahui	
	Dvr Kevin Pearman	
	Dvr Sleepy Taylor	to 2 Comp Sqn
		to NZ Tpt Sqn

Although 105 Tp did not attend Annual Camp they were kept busy transporting both 5 WWCT and 7 Wn HB to and from their Camps at Waiouru and Tauherenikau.

Transport assistance was also provided for Exercise TRIAD, with some vehicle and personnel supplementation given to Real Admin. Stand-by transport was used at the beginning of the exercise as the majority of scheduled flights were unable to land at Waiouru due to adverse weather conditions.

All this was over and above their normal taskings and commitments consequently the troop was at times stretched to its limits with buses going non-stop with just the occasional change of drivers. However, all is back to normal and everyone is happy again - "God-willing".

LAST POST

The late Dvr "Sleepy" Taylor died in Singapore as a result of a motorcycle accident on 6 Mar 81. His funeral which was held at Paeroa 12 Mar 81 was attended by the majority of the Squadron.

3RD TRANSPORT REGIMENT

CO: Maj J.S. Thorn MVO
Adj: Capt T.W. Parsons
RSM: WO1 T.J. Fell

Introduction

The 3rd Transport Regiment still remains the largest unit in the 3rd Task Force Region. Since the Regiment was formed on 12 May 1979 some considerable advantages have arisen. The obvious gains have been that RNZCT resources in the Southern Region are now centralised under one RNZCT Officer, the CO. In addition all RNZCT resources are now answerable to one superior headquarters (3 TFR). Effectively user units now have only one point of control for the RNZCT services. A combination of the above has resulted in a greater feeling of unity and esprit de corps amongst RNZCT personnel and an enviable reputation for other units to emulate (if they can).

Being spread from Nelson to the South Pole it is very rare that more than 30% - 40% of the unit can get together on a parade. However all are united in the service we are providing and as mentioned the spirit of the south is growing.

Postings

The only recent addition to the Regiment has been the addition of Capt T.W. Parsons as Adjutant to fill the shoes left behind by Capt J.F. Gantley (Rtd). A welcome addition who rumor has it, has readily exchanged Queen Street for Mount Hutt.

Activities

1981 opens with TRIAD, 3 TPT SQN ANNUAL CAMP, SOUTHERN SAFARI, and the continuing saga of ANTARCTICA. As the major unit of 3 TFR it will be interesting to see if we, like 1 Tpt Regt in the North, have an invitation to participate in Hawaii at the 3 TFR exercise or will be conveniently overlooked.

Capt A.M. Wheeler has posted his invitations to THE WEDDING. Singapore is looming closer and our best wishes accompany Wheels and his bride.

1981 looks exciting and will be providing we all play our part.

REMEMBER: WE ALL HAVE A PART TO PLAY.

3RD TRANSPORT SQUADRON

OC CAPT N. REID (TF)

21C CAPT A.M. WHEELER

SSM WO2 J.W. GREY

Hello again from the sunny South. Firstly I take this opportunity to wish all members of the Corps a Happy New Year and hope you all had an enjoyable Christmas.

Well, once again the Squadron has entered its busy period. The troops are virtually totally committed to the following exercises:

- | | | |
|----|------------------------|-------------|
| a. | 2 Cants Annual Camp | Nov 80; |
| b. | 4 O South Annual Camp | Jan 81; |
| c. | Ex Triad | Feb 81; and |
| d. | Ex Southern Safari III | Mar 81. |

Every year they keep telling us that our commitments must be cut down, but every year they just get greater. So if any of you like field training, just get posted to 3 Tpt Sqn, we will give you your full share.

The good news must be that we have reduced our vehicle maintenance problem by 50%. Well you can't maintain broken vehicles that you never see. Hopefully, the vehicle problems will improve in the forthcoming months when the refurbished vehicles come on line.

At times I wish the Army was like two certain SNCOs within the Squadron who change their cars either when the ashtray is full or the wife decides the car is too big.

Incomings

Dvr K.C. Bridgeman	2/1 RNZIR
2Lt (W) R. Close	BTD
Dvr D.E. Te Amo	2/1 RNZIR
Dvr R.B. Key	" "
Dvr D.A. Keenan	" "
Lcpl C.C. Fuller	9 Comp Sqn
Dvr C.C. Astwood	3 Fd Wksp

Outgoings

2Lt M.S. Hayston	9 Comp Sqn
Lcpl B.D. Harkess	3 MCU
Lcpl S.T. Haythorne	NZ Tpt Sqn
Cpl P.B. Harris	Trg Wing

Congratulations go to four on their recent promotions. They are:

Sgt G.C. Drabble	to Sgt
Sgt A.R. Maxwell	to Sgt
Sgt T.A. Munro	to Sgt
Dvr P.W. Sheriff	to Lcpl

3 MOVEMENT CONTROL UNIT RNZCF

OC	Capt H. Watts
Warrant Officer (DTC)	WO1 J. Edwards
Warrant Officer (DFO)	Ssgt M.J. Evans
Movement Operators	Cpl D.H. Costigan
	Cpl B.A. Pollock
	Cpl D.H. Knapp RNZAF
	Dvr (W) D.A. Te Kiri
Movement Operators (Frt)	Cpl A.G.M. Allan
	Lcpl A.R. Richardson
	Lcpl B.D. Harkness
	Dvr G.J. Campbell
	Dvr R.G. Cowie
	Dvr A.A. McColl
31 MCC	Cpl W.C. Wheeler
Civilian Clerk	Mr. A. Reid

On paper this posted strength looks good. I only wish that they were all on ground at one time. At the time of writing this article six personnel are absent on either leave, TOD, course or sick leave.

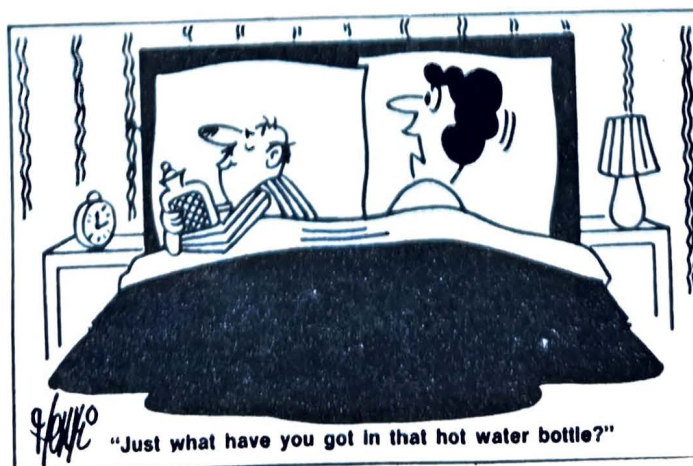
The unit continues to be in a happy, contented frame of mind and thriving on a work load that continues to amaze. At times it seems as if all the NZ Army are stationed at Burnham by the amount of MD 420s that are processed.

The unit has lost two senior NCOs in the last three months: Sgt Peter Baxter to civilian street. Last heard he was driving the big reds, and Sgt George Peake on posting to 1 MCU, both Senior NCOs have not been replaced.

Progress on the relocation of the DTC to Sockburn, opposite RNZAF Base Wigram is slow. What with waiting for the Post Office for telephones and RNZAOC for furniture it could be some time yet.

The unit involvement in Operation Deep Freeze is still a major time consumer for the OC. Dvr Alister McColl is on TOD at the Air Cargo Yard, Harewood and Dvr Bob Cowie has recently returned from a TOD at the Air Cargo Yard, Harewood.

Apart from the day to day running of the unit no other noteworthy events have taken place.



9th COMPOSITE SQUADRON, RNZCT

OC Maj S.G. Stubbs

SSM WOII W.E. Milne

Introduction

Every unit has a 'playboy' member who follows a life the envy of many, to ensure ours kept to the party line, and to cool him off, we sent our SSM off to McMurdo Station for the Summer season. It is rumoured his new catch phrase is now "five months is too long ...". In the interim WOII ACD Mayes from the 3 Tpt Regt Training Wing has been acting as SSM - and it has been some act.

The work committment of the Squadron has settled comfortably at a level just short of sheer madness, which as far as our Caterers are concerned often means more cooks are on exercise than in Camp - this has necessitated the closing of the Gallipoli Mess for about six weeks.

Squadron Headquarters

With the centralization of both A and Q administration at Regiment level, less than 50% of the Headquarters strength physically work at the Squadron. But, even with a small team we still manage to keep HQ 3 Tpt Regt busy. Changes to the staff (postings) have been few:

a. Out.

Ssgt MAM Chalmers to NZ Tpt Sqn

b. In.

Sgt AJ Vaughan from HQ 3 TFR

91 Transport Troop

Tp Comd 2Lt M.S. Hayston

Tp Sgt Sgt C.S. Crofts

The Troop is as usual carrying on the important task of providing CL transport support to units of Burnham Camp. Our strength is now down to 1 and 12 (with vacancies for eight drivers) but some replacements are due shortly (DTMC - please give truth to this rumour).

A revised 'Hayston/Gargett' maintenance system has been implemented for a trial period, the success or failure of which should be known at the end of March. Hopefully, our daily availability should approach if not surpass that of our allies, 93 Log Tp, at Addington Barracks.

Changes to our staff have been:

- a. In.
 Cpl F.W. Toeke from NZ Tpt Sqn
 Dvr H.B. Awa from NZ Tpt Sqn
- b. Out.
 Cpl J.D. Carlsen to 10 Tpt Sqn
 Lcpl O.D. Brider to 93 Log Tp
 Lcpl J.R. Herewini to 93 Log Tp
 Lcpl (W) L.C. Jones on release

92 Catering Troop

Tp Comd Lt P.A. Cathcart
 Tp Sgt (Chef) Sgt G.D. Parke
 Tp Sgt (Stwd) Sgt R. Thompson

A notable event since the last Newsletter has been the departure of WO1 F.J. Taylor on yet another TOD with the RFMF in Fiji, WO1 Taylor returned to the fold before Christmas then promptly left on a two year posting to the RFMF early in January. The other notable event was the arrival of our new Tp Comd from RNZCT School, and:

- a. In.
 Ssgt T.D. Richardson from 4 Comp Sqn
 Cpl (W) L.R. Maher from 4 Comp Sqn
 Dvr D. Armstrong from RF Cdt School
 Dvr L.J. Hanger from RF Cdt School
 Dvr J.D. Streeton from RF Cdt School
 Dvr B.A. McCormick from RF Cdt School
 Dvr J.P. Vercoe from RF Cdt School
- b. Out.
 Sgt B.K. Pearson to 4 Comp Sqn
 Cpl B.C. Lyford to 4 Comp Sqn

93 Logistics Troop

Tp Comd WO1 D.W. Gargett
 Tp Sgt (Tpt) Sgt D.R. Henry
 Tp Sgt (Cat) Sgt M.A. Gibbons

Whilst from the exterior Addington Barracks may appear to be a quiet backwater, on the inside is a closely knit team of hard workers. We are continually struggling to complete our task against deficiencies in manpower. However, readers may sleep easy knowing we keep the Corps flag flying in the established traditions of the Corps. Our changes have been:

- a. In.
 Cpl G.A. Halliday from 92 Cat Tp
 Cpl G.F. McGregor from 92 Cat Tp
 Lcpl O.D. Brider from 91 Tpt Tp
 Lcpl J.R. Herewini from 91 Tpt Tp
 Lcpl A.R. Michel from 92 Cat Tp

b. Out.

Dvr L.V. Drummond	to NZ Tpt Sqn
Dvr (W) F.J. Steward	on discharge
Dvr P.J. Nichols	on release
Dvr P.T. Hardy	on release

Conclusion

After the busy last quarter of 1980 the Squadron has entered into what appears to be an even busier 1981. On the credit side the Squadron has undergone a period of consolidation, our vehicle availability has risen from an average 68% to 80%, there has been a marked improvement in catering services, a marked reduction in disciplinary problems and applications for release have dwindled to a mere trickle.

So as we enter 1981 we are looking forward to the end of our staffing problems, replacement of our older vehicles, and dependent upon our landlord, upgrading of our working accomodation. Once this has been achieved the 9th Composite Squadron will once again be the attractive posting on the sunny Canterbury Plains.

Whilst not wishing to appear to be poaching from our fellow Corps Units, perhaps there is a place for you in the largest fully Regular Force Squadron in the RNZCT! But don't come South looking for a holiday as you will be disappointed.

N I L S I N E L A B O R E



★ "HE wants to join the party."

3 TRANSPORT REGIMENT WORKSHOPS

OC: Lt T. Cook RNZEME

1. During the past six months radical changes have occurred in our part of the RNZCT world. Firstly we have had an influx of manning and this has relieved the pressure that the high work load situation creates. A further aid to the reduction of pressure has been the expansion of floor space that the CO 3 Tpt Regt has allowed. This enables much of the work to be done inside instead of exposed to the elements. A boon with summer almost past and the Southern Winter approaching.

2. The Unit is manned by:

- a. RF 11 RNZEME 1 + 10
- b. RF 1 RNZAOC 0 + 1
- c. TF 3 RNZEME 0 + 3

Considering our roles and responsibilities this strength seems small but it keeps our lads working consistently and gaining the necessary experiences of their respective trades and also working with a closely allied Service Corp which at times is enlightening.

3. I would continue this newsletter but with Winter coming, additional staff and increased floor space, work does not permit the frivolous expense of time.



NZ ARMY CARGO TEAMS
OPERATION DEEP FREEZE ANTARCTICA
by
CAPTAIN M. WATTS
3 MOVEMENT CONTROL UNIT, RNZCT

1. The NZ Army and in particular the RNZCT have been involved in Operation Deep Freeze since 1967/68, when the then 3 Transport Company RNZASC attached a team of six personnel to the Air Cargo Yard at Harewood Airport.
2. The purpose of this unofficial attachment was to give 3 Transport Company personnel on the job practical aircraft loading experience.
3. In October 1972 the first cargo handling team of one officer and 15 other ranks were attached to Terminal Operations, US Naval Support Force, Antarctica, to assist in aircraft loading and unloading, pallet building and personnel movements duties.
4. In the years 1972/78 three cargo teams each season deployed to Antarctica and were rotated after approximately 50 days. In the 1979 season this three teams concept was changed to two teams, each team doing a 70 day tour of duty in Antarctica.
5. The teams perform a variety of functions for Terminal Operations. Among these functions are pallet building, loading and unloading aircraft, providing movement operators for outlying stations, (South Pole and Byrd Station), personnel movements and general driving and other duties such as cleaning up the rubbish tip, lumber yard, shifting snow and general maintenance of Terminal Operations equipment and buildings.
6. In addition to the two cargo handling teams each season a supplementary team of 12 personnel from 5 Terminal Squadron RNZCT are deployed to McMurdo for ship operations during the period 26 January - 10 February. This team's prime task is to assist Terminal Operations in the discharge and loading of the annual supply ship.
7. Over the years the RNZCT have built up a fine work and safety record in Antarctica and the cargo handling teams are now an integral part of Terminal Operations, US Naval Support Force, Antarctica.

4TH COMPOSITE SQUADRON

As it is quite a long time since the unit has put an entry in the Corp Newsletter, it was decided to put pen to paper and let the rest of the world know what is happening in Waiouru.

Headquarters.

1. The staff at the Headquarters is as follows:

Maj	D.M. Campbell	OC
Capt	R.S. McMillan	2IC
WO2	W.M. Crow	SSM
S sgt	P.J. Wheeler	CCLk
Sgt	E.H. Te Tuhi	SQMS
L cpl(W)	C.E. Gardiner	Clk
L cpl	A.J. Jacobsen	Stmn
Dvr(W)	C.H. Diggle	Stmn

2. In the last few months the HQ has seen a bit of personnel movement. Postings in and out are as follows:

OUT: Maj J.M. George posted to HQ ATG as SO2 Pers.
WO2 T.J. Williams posted to TAC School as SSM.
S sgt R.K. Gibbons posted to NZ Tpt Sqn.
Dvr(W) V. Milo posted to 3 Sqn RNZAF.

IN: Maj D.M. Campbell from 6 Comp Sqn as OC.
WO2 W.M. Crow from RNZCT School as SSM.
Sgt E.H. Te Tuhi from 4 Sup Coy as SQMS.

41 Transport Troop

The Transport Troop staff is as follows:

S sgt	P.G. Johnson	Actg Tp Comd
Sgt	K.H. Waititi	Tp Sgt

The Transport Troop had an eventful year in one way or another. Here are a couple of incidents that might attract your attention:

There were two drivers tasked to uplift a vehicle from the ATG Provost Section, then to collect the milk for the Park for the troops' morning tea. On the way back to the park the passenger, who was clutching the full milk jug with both hands, told the driver to slow down as the milk was leaking. The driver glanced down to have a look at the leaking jug and ploughed into an RL Landrover and trailer. Needless to say, the driver cried over the spilt milk.

THE MAGIC CARPET RIDE OR ON THE MAT

A driver was tasked to uplift a roll of carpet for the ATG Officers' Mess from a well known firm in Auckland. When the driver reached Auckland he realized that he had forgotten to get the address. So the said driver returned to Waiouru to find out. Next morning the question was raised of the whereabouts of the carpet. The driver's answer: "I did not know where I had to pick the carpet up from". The irate Tp Sgt (S sgt Blue) then told the driver in a kindly way, "Refuel the vehicle and return to the big smoke and uplift that xxx??? carpet. A Cpl was sent to hold his hand. They duly picked up the carpet.

42 Catering Troop

The troop had its usual busy time in the latter part of 1980. One of the more auspicious events that we had to cater for was the visit to Waiouru of the Duke and Duchess of Kent in Oct 80.

The weather in Waiouru for the visit was brilliant as usual. The tour of Waiouru took in the Museum for the Duke and the Primary School for the Duchess before lunching in the Officers' Mess. The meal that was put on for the Royal visitors was of 42 Cat Tps usual excellent standard. It consisted of decorated hams, turkeys, trout, baron of beef, suckling pig and many more delicacies.

The visit to Waiouru was a great success and our heartfelt thanks must go to the other units within the Corp who provided the assistance that was needed.

In Nov 80 the annual 'Round the Mountain Relay' was held. 42 Cat Tp, entered a team. Our team put up a great show and managed fourth place overall and showed that the caterers can keep up with the best of the country in long distance running. Our thanks go to all our supporters for the assistance given to the lads on the day.

44 Movement Control Centre

In Sep 80 S sgt D.G. Arps BEM was posted in from Singapore to the Movement Control Appointment.

The current staffing of the centre is now:

S sgt D.G. Arps BEM	Movt Controller
Sgt S.K. Reeve	TIA
Sgt D.T. Cowie	CA.
Cpl S.J. Struginski	TIA Clerk
Dvr D.V. Herman	Driver
Dvr D.W. Smith	

Cpl W.C. Wheeler has at long last got his wish. He has an overseas posting "to Burnham".

December was a very busy month for us in which we moved 182 people and issued 776 tickets.

/There is

There is a L cpl vacancy in Waiouru if anybody is interested in fine weather, fishing, golfing, skiing, camp maintenance, tree planting and work.

ADVENTURE TRAINING

The adventure training programme has started for 1981. So far, the unit has conducted a canoe trip, a Cross-country driving course and will be conducting a series of traverses of Mt Ruapehu in the near future (God, weather and C of S willing).

The following is but one person's account of the canoe trip, which was equally enjoyed by all participants.

"When we arrived the Rangitikei was in flood but we carried on. We unloaded the canoes and were given a ten minute briefing. In no time we hit the water, eager to shoot the rapids. The first two canoes made it through but two others wiped out and the fifth one collided with a large rock. The trip then ended for the canoeist. After recovering the other two canoes we carried on. Unknown to us at this stage there were many spills to come.

After making it two-thirds of the way down the river, it claimed another canoe, this canoe was never recovered. Another two hundred yards down river the third canoe was lost and the two unlucky paddlers had to scale a 250ft cliff and walk to the road (taking some revenge on some "wild" turkeys on the way).

The two surviving canoeists carried on to be greeted by a very anxious EME W02 who watched in horror as two of his five canoes arrived. With delight we told him where the others were."

General

It is well known throughout the corps that 4 Comp Sqn is the hardest working unit around. Regardless of that fact, unit personnel still had time to achieve the following in the sporting field:

L cpl McClelland and Dvr Telford represented ATG in Cricket in the Inter-Regionals.

Sgt(W) Waiteti and L cpl(W) Wilcox represented ATG in Tennis. Sgt Waiteti was selected for the Army Team and Combined Services.

Dvrs(W) Hammond, Ranapia, and Diggle represented ATG in Softball.

S sgt P. Johnson and Dvr Schou represented ATG in Water Polo with Dvr Schou gaining selection

/in the

in the Army Team. ATG won the tournament too, as a matter of interest.

Dvr(W) Ranapia and Dvr(W) Gordon were selected to represent ATG at Women's Indoor Basketball tournament. Both girls were selected for the Army team.

Dvr P. Edmonds represented ATG in the Men's Indoor Basketball tournament. He was selected in the Army Team. Dvr Edmonds was also selected in the NZ Junior Squad training school but had to withdraw. Watch out for this lad, we just could have a national rep in the making.

At various times throughout 1980, ATG organise sports functions. The unit always enter a team in these carnivals and meets with a fair amount of success.

In the ATG pentathalon L cpl McClelland showed good form by being placed third overall and Cpl Moore showed his strength and good form by winning the shot put.

The unit entered a team in the ATG Swimming Carnival and led by swimmers like Dvr Schou and Dvr(W) Ranapia, were placed second in the competition.

Army sports aside for a while, Cpl Campbell and L cpl Clunie took themselves to Hawaii to run in a marathon. Both men completed the 26 miles 365 yds and enjoyed their holiday as well.

Enough of the sporting life. The unit also does well in other competitions.

Dvrs Gourlay, Bell and Chandler were the unit team entered in the Roy Smith Trophy. Against the big guns from the other units the lads excelled themselves in the catering field and came out tops.

This unit also does its soldier skills well. We entered two teams in the ATG Battle Shoot and Falling Plate Competition. We finished 3rd and 7th in the Battle Shoot but scooped the pool in the falling plate competition by coming first and second.

The teams for this competition were as follows:

TEAM 1

Capt R.S. McMillan
WO2 W.M. Crow (Coach)
Sgt F.L. Subritzky
Dvr J.R. Legg

TEAM 2

Dvr J. Komene
S sgt K.H. Rogers
Dvr R.H. Titoko
L cpl J.A. Reddington

It should be noted that Team 2 defeated Team 1 in the Falling Plate Shoot, much to the disgust of a certain 2IC.

STOP PRESS FROM WAIOURU

a. Postings In

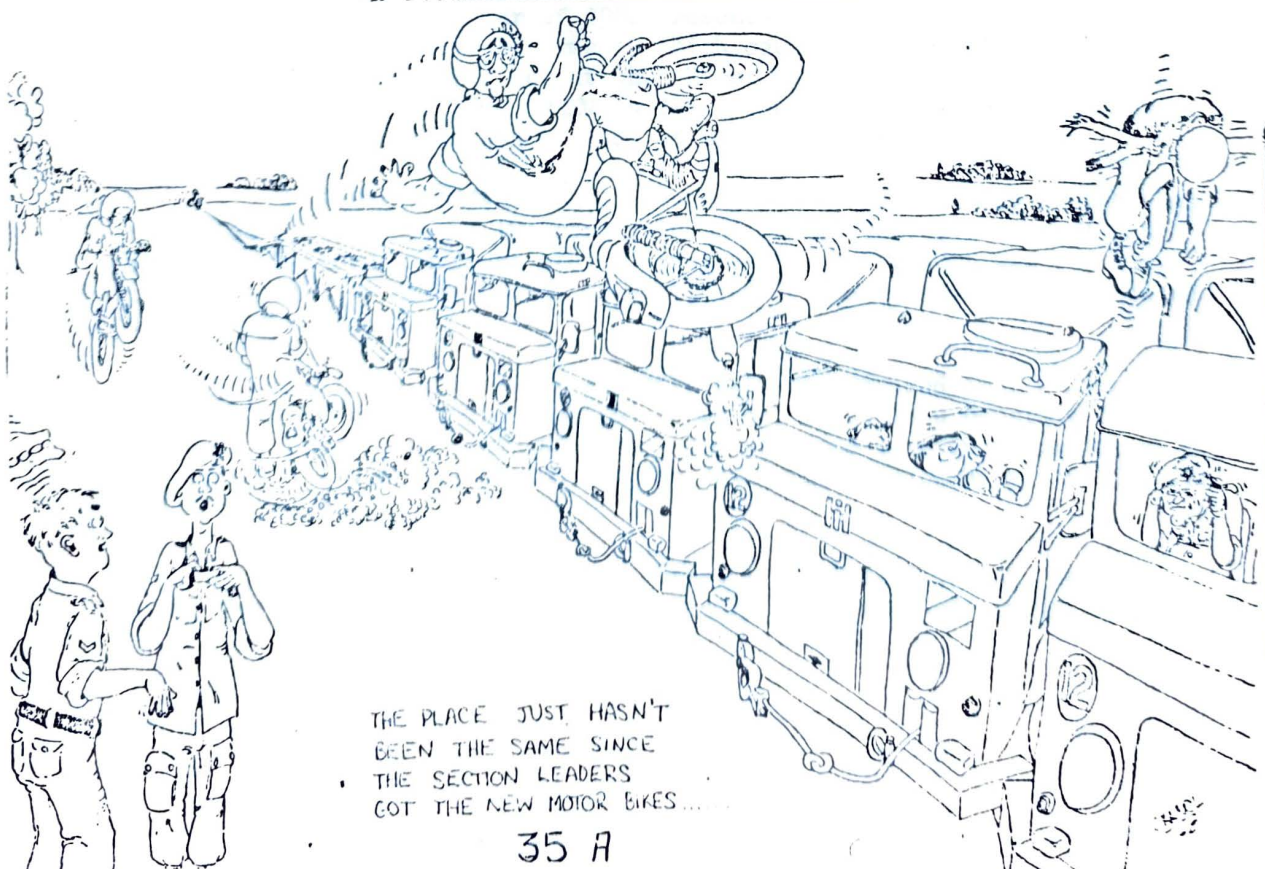
- (1). Ssgt D.F. Cantell from 5 TML Sqn.
- (2). Sgt A.C.E. Tothill from 6 Comp Sqn.
- (3). Sgt G.C. Neale from RNZCT School.
- (4). Lcpl (W) Armishaw from 5 TML Sqn.

b. Postings Out

- (1). Sgt I.M. Salter to 6 Comp Sqn.
- (2). Sgt P.J. Wheeler to WTD.
- (3). Sgt D. Walsh to 1 RNZIR Singapore.
- (4). Cpl I.S. Wright to 10 Tpt Sqn.
- (5). Dvr (W) W.M. Lingard to 5 TML Sqn.

c. Events

- (1). Planning is well under way for further adventure training activities in the Tararua Ranges and the Motu River.
- (2). The unit Rugby Team is going strong with wins over Ordnance, Artillery and RNZCT School. Wksp yet to be defeated but we are looking forward to it.
- (3). Corps Day preparations are in hand. Waiouru personnel will be celebrating Corps Day with a Parade, Tug of War, Rugby Match and an evening Social Function.



NZ TRANSPORT SQUADRON RIZCT

OC :	Major	GEA	Cook
2IC :	Capt	DA	Armstrong
SSM :	WO2	WJ	Nerheny

Introduction

It seems that the period of time covered by each Corps Newsletter becomes greater and greater. Looking back at our last contribution, we see that we submitted it in early August 1980. Consequently, we have had to scratch our memory banks for some of the contents for this contribution.

Black Days For the Squadron

The Squadron bade a sad farewell to our SSM, WO2 Bill Geddes, and his family back in October. Mrs Geddes had already returned to New Zealand for medical treatment a few months before, and when it was realized that she would not recover sufficiently to return to our fold, Bill packed his bags and went to be with her in Dunedin. The departure was very emotional for most of the unit, including our LEC members, which indicated the remarkably high reputation Bill had earned in his short fourteen month tour.

It was an even blacker day when we subsequently learned that Fran had succumbed to her illness, and passed on. Our heartfelt sympathies and best wishes go out to Bill and young Allyn on their sad loss.

Exasperating Exercises

The final quarter of 1980 presented the Squadron with a continuing series of exercises and deployments which caused us all a lot of exasperation and a certain amount of frustration. First up, we carted the battalion to Malaysia for Exercise LONG GREEN in September. GS Tpt Tp carried stores, and Base Tpt Tp carried coach loads of bodies.

Ex FORWARD DRIVE took place in October, with barely enough time to get GS Tpt Tp back on the road with sufficient vehicles to haul what seemed to be enough defence stores for a division. The Tp was too busy carting stores to carry bodies as well, and so again Base Tpt Tp provided a fleet of coaches.

The battalion, having recently been reorganized into a Maori Culture Group, a Rugby Team and 460 reserves, required a constant ferrying service to extract and return players and performers to and from Malaysia, throughout the exercise period. Again, Base Tpt Tp picked up the bill for the fast balls.

Finally, GS Tpt Tp was involved in Ex TAIABA TOMBAK, which is a joint New Zealand and Malaysian exercise in a limited warfare environment.

During this exercise, GS Tpt Tp was considerably frustrated trying to get traction in the wet boggy ground. Subsequent analysis has pointed out a failure in the tread pattern of the latest replacement tyres to disperse mud from between the grips. However, plaintive pleas for better tyres did not help the morale of the drivers. Vehicles were constantly getting bogged down, recovered and bogged down again, causing minor damages to most of the fleet, and frayed tempers to most of the troop. By the end of the exercise, our GS B vehicle availability was reduced to ten percent, and the troop morale was at about the same level. What is that old adage about wanting a nail for a horse's shoe?

Christmas Exodus

Fortunately the activity level slackened off sufficiently in mid December to allow most of the unit to take a well earned rest. Most of the singlies staged a mass migration to exotic retreats such as Thailand and the Phillipines, and two singlies rushed back to New Zealand to pick up the latest issue Army wife. (Must have heard about the increase in allowances.) Anyway, Lcpl Gary Armitt and Mike Fitzgerald were welcomed into the ranks of the marriedies.

Vehicular Improvements

December also heralded the arrival of the first of our new CL vehicles to replace the worst of our tired old fleet of Holdens. Thirteen Toyota 1600 DX, dressed in white livery, proudly took their places in the ranks, much to the relief of our maintenance crew, who were exhausting themselves performing minor mechanical miracles with the Holdens. Within five years, it is planned to replace the entire fleet of Holdens and Volkswagon Kombis with Toyota's and Mazda vans. Now all we need to do is trade in the RL Bedfords for Mercedes, Volvos or Fiats.

Different Faces From Different Places

During the December January period, we gained a few new faces, such as our new SSM, WO2 Bill Nerheny from 1 Tpt Regt, Lcpl Haythorne from 3 Tpt Sqn and Dvr Taylor from 10 Tpt Sqn. Of course welcomes are always preceded by farewells, and this time Lcpl Fred Keken and Dvr Awa departed the scene to provide the gaps.

Possibly the best thing about all the changes in the nominal role is finally saying farewell to the oft maligned Ssgt Jim Cavey. We tried for two years to find a slot for Jim, even to the extent of letting him be the acting SSM, but it seems he just could not be mis-employed. It was a constant source of amazement to all the unit that he could consult friend Archie with such dedication and yet still manage to romp around the RFL circuit in a little over thirteen minutes. Somewhere inside that hulk of tired tissue beats the heart of an athletic champion. Ssgt Barry Calder has a tough act to follow in replacing friend Jim.

In February, our Chief Clerk Ssgt Doug Agnew relinquished his post, to be replaced by Ssgt Chalmers from 3 Tpt Regt.

We have also farewelled a gaggle of guys from GS Troop, namely Lcpls Toeke and Foote, Drivers Tapiata, Te Rauna, Humphrey, and Williams, and the indomitable Huggy Bear himself, Cpl Barry Hughes. So far, these

fearless warriors have not been replaced, which is indicative either of their true worth, or the shortage of money in the Defence Movements vote. However, before any ambitious truckies get their passports in order, we have received posting instructions and movement details for a collection of new faces. We look forward to their arrivals in late February.

Red Letter Day For The Squadron

The big talking point around Singapore at the moment is an increase in our overseas location allowances, its backdating to May of last year, and the whopping big back pays some of us are getting. Most of us can now afford to get our bank balances out of the red, and even have a bit left over for a spend up. A big thanks to Mr Muldoon for finally recognising the financial sacrifices we have been making in this harsh land. Now all we ask is that he change his mind about the duty we have to pay if we bring a car home.

Parting Shot

Our parting shot this time is aimed at DTMC. We acknowledge that, in our last contribution, we asked DTMC to speak to the powers that be about changing the dates of the May Changeover debacle so that we could have time to celebrate Corps Day. But honestly, Sir, did you have to make it April, especially now that we are starting to earn some real money at last. What does one have to do to gain an extension?



★ "IF you've quenched
your thirst, we'll start the
contest now, Ted!"

THE CONTINUING STORY OF

"THE TEMPORARY GREENS"

General

What has 56 legs, 28 green heads, 28 blue hearts and plenty of money? You are right; the 28 RNZCT personnel attached to 1 RNZIR (eat your hearts out).

The April changeover is nearly upon us and with it the temporary Greens lose a large proportion of their ranks. Among them are :

Sgt "Wingnuts" Treweek	-	turns green when he is drunk (Hulk)
Sgt "Strip" Malton	-	has applied for a trade change to PTI
Cpl "Smiley" Ross	-	"pay you later, O.K."
Cpl "RFL" Brown	-	conducts choir practice on Sunday
Cpl "Eagle Eyes" Fraser	-	plays chicken with telephone lines
Cpl "Pretty Boy" Munden	-	"hello boys."
Lcpl "Puna" Tamariki	-	"do you like my Commanders Commendation?"
Lcpl "Deli" Delamore	-	look out SAS!
Lcpl "Tui" Bellamy	-	occasionally on TOD to 1 RNZIR
Lcpl "Muscles" Harman	-	"but I'm on earlies!"
Lcpl "Droop" Gardiner	-	CSM's nightmare
Dvr "Blind" Adams	-	has an eye for beauty
Dvr "Cylinder" Bennett	-	"Bitang Eye" casualty
Dvr "Dog" Dougherty	-	He and his 1000 c.c. machine have become the Singapore luckykillers
Dvr Dave Wade	-	after failing his RFL for a period of time and eventually passes the run by 5 secs was heard to say. "I find it a breeze now Sir!"
Dvr "Goose" McGee	-	the big spender of Thailand.

Catering Platoon

Well done the cooks for a 100% pass this RFL quarter. This may not seem too important in the land where units treat the RFL not very seriously, but when it is the top training priority and failure may mean RINZ; then it is important.

The Catering Platoon are still a happy bunch. To prove it here is the poem written by the members about to move on :

To The Boys That Must Remain

Aprils come and gone again,
But all you w...k...s still remain,
With Walsh, Fisher, Twist and Goe,
You can expect a year of woe.
It may seem hard the trail ahead,
Will you get those grunTERS fed?
There's always mince as Laurie knows,
And in the jingle, is where it grows.
Soon you boys will face the test,
Cause we have gone and we are the best.

The reply,

To The 79-81 Undesirables

The time has come, we say with joy,
Home goes Strip, Spick and Pretty Boy,
Eagle Eyes, flies as well,
Smiley, Boy and RFL.
Also for Tui, Rex and Steve,
I am afraid we will not grieve.
But to all you boys we duly thank,
For taking with you Fearless Frank.
Those who are left can hack it,
We don't belong in the w...k...r bracket.
You say to us that you are the best,
We say to you, how you jest.
And so now as April comes,
We say goodbye to all you bums.

Enough to make Keats and Byron turn it their graves isn't it?

Transport Platoon 1 RNZIR

The April changeover brings a large turnover to the 1 RNZIR Tpt Pl and with it comes the associated problem of retraining drivers to cope with the S.E. Asian driving conditions.

Talking about driving in S.E. Asia. They say the reason for having airconditioning in cars is not to keep you cool but rather to force you to keep the windows up so the locals can't hear the abuse thrown at them.

A suggestion is that an accident free drive from Singapore to Kuala Lumpur be an objective for the RNZCT Band III drivers course.

The highlight of this quarter among the RNZCT personnel was the award of a Commander's Commendation to Lcpl Puna Tamariki. Puna received this for his efforts in coaching the Anglo Chinese Junior College rugby team and taking out first place in the competition.

The observant among you would already have noticed that "Deli" Delamore is now a Lance Corporal. He was awarded this because he let the MTO record a faster RFL time than he did.

Conclusion

On a more serious note, the remaining Temporary Greens wish to pass on their best wishes to those about to depart and at the same time welcome the incomers.

No matter how you view your stay with 1 RNZIR the experienced gained by working with, and understanding the requirements of, a fully manned and operational unit makes the TOD well worth while.

THE UNCOORDINATED CORPS OF WARRIORS

by Capt D.A. Armstrong

Continuing the never ending Saga of the little band of warriors desperately defending the Land of Godzone in the face of constant trials and tribulations.

Once upon a time, which is about the only way to begin a fairy tale, King Mark Four travelled to the fields to watch his warriors in a large jousting match. As the match progressed, he became increasingly concerned at the lack of coordination evident in the warriors efforts.

On his return to the castle of Land Task Headquarters, the King decided he needed to solve the problem of the uncoordinated warriors. Following the time honoured method of Solving Of Problems (SOP) he appointed a committee to Re-establish Coordination Among Warriors. However, because of the near disaster caused by the last committee, (faithful fans may recall "The Lament of the Little Band,") the King decided to head this coordinating committee himself.

A few days later, the committee met for the first time. Guided by the King, they decided that the first priority was to listen to the reasons, which are technical sounding excuses, from the Princely leaders of the various Corps of warriors.

First, the Princes of the Technically Expert Exponents of Tactically Horrendous Acts of Reckless Manoeuvres, called TEETHARMS, for short, were summoned to account for their warriors apparent failings.

"Sire," they collectively complained, "the major reason for our apparent lack of coordination is our inability to be placed in the right positions, with the right equipment, at the right time."

The Prince of the Group of Ubiquitous Natural Slingshots (GUNS for short) elaborated on his particular problem.

"Although our aim is to be ubique, or all over the place," he began, "my warriors have trouble getting ammunition for their slingshots because deliveries are not made to as many places as we would like. Consequently, we find we cannot manoeuvre and sling our shots in any place. If the Zealous Caterers and Teamsters (ZCT) could be more zealous, and make deliveries when and where we think we'll want them, we could coordinate our fire a lot more successfully."

Then it was the turn of the Prince of the Terribly Attractive Nobility of Kinky Spurs (TANKS for short) to outline his problem.

"Although my warriors don't need waggons to deliver new lances, or to provide manoeuvrability, our trusty steeds do need lots of good fodder and water. Unfortunately, the ZCT appear to be unable to provide sufficient quantities as far forward as we would like. Consequently, we TANKS often have to turn back to refill our steeds at times when we should be moving forward. Thus, we appear uncoordinated."

Finally, the Prince of the Great and Resolute Union of Natural Terrain Seekers, (GRUNTS, of course) delivered his tale of woe. "Sire," he bleated, "My warriors are so exhausted by the time they get to the fields because there are no waggons to carry them. Sometimes we have to walk ten miles with everything on our backs. Consequently, we are too tired to be coordinated. If we had waggons to carry us, we could arrive fresh and be fit to fight all day, provided we didn't have to manoeuvre."

Finally, the elucidated committee got the picture. The cause of the lack of coordination was all the fault of the ZCT. Dismissing the TEETHARM Princes, the committee summoned Prince De Tea, KC, the leader of the illustrious ZCT.

Sparing no quarter, the committee demanded to know why the ZCT were not supplying the GUNS with ammunition, carrying GRUNTS, and delivering fodder and water for the TANKS.

Never one to be caught unawares, Prince De Tea unfolded his resource management data, which showed that his set number of ZCT warriors could achieve only a set number of tasks per day, and his set number of waggons could travel only at a certain speed, and could carry only a limited load configuration.

The committee were about to ask how the ZCT had been able to achieve its role in the past when Prince De Tea played his trump card.

"However, Gentlemen," he pointed out, "All the ZCT abilities are limited by the actual number of waggons that are available in a road-worthy condition. Unfortunately for the TEETHARMS, my fellow Labourers of Grunts, Intelligensia, Slingshots, Tanks and Indigenous Corps, (known as LOGISTIC, for short) Princes cannot supply sufficient spare parts and technical know how to keep sufficient quantities of my aging waggons on the road. Consequently, the TEETHARMS are forced to wait for the waggons. You could say it has become the ZCT theme song."

Resisting the urge the summon an understudy to the Royal Music Composer, (known as an RMC graduate), the King advised the committee to summon the other LOGISTIC Princes to hear their reasons.

The Prince of the Orderers and Rapid Deliverers, (ORD) consulting his Completed Issues Volumes (CIV) testified that, indeed, the ZCT had placed many orders for waggon parts, and that most of the parts had been delivered. When pressed for indications of delivery times, however, he confessed that often it took up to three months, (which is ORD jargon for nine months, or three quarters,) for the parts to be found, purchased, paid for and delivered.

Eager to impress the committee, and the King, with ORD's efficiency, the Prince hastened to point out that, when parts could not be located quickly, the ORD had offered ZCT other parts in lieu. Unfortunately though, the in lieu items did not fit, and by the time the real parts had been located, there was no money left to purchase them because so much had been spent on the in lieu parts. "Perhaps if Those Who Must Be Obeyed granted more money for in lieu parts, there would be more money to buy the real parts," offered the Prince of ORD hopefully.

"Perhaps if some of my Princes were more coordinated, I wouldn't have to listen to this garbage," thought the King, and summoned the Prince of the Repairers of Elementary Machinery and Equipment (REME for short), to hear his reasons.

The Prince of REME, like Prince De Tea MC of ZCT, was well up on his management resource planning techniques, and quickly pointed out that every job of repairing waggons took an exact amount of time, manpower, tools, and space in the Waggon Work Shop. He then produced graphs charts and statistics to show that, because of the age, condition and heavy use of the waggons, the frequency and severity of repairs required was rapidly increasing well beyond the point where efficiency could be maintained. He also added that, because of the increased workloads, his warriors could not afford to play the required amount of sport, complete the scheduled warrior training, or take sufficient leave.

Suddenly, the solution became crystal clear to the perceptive King, and even to the rest of the committee. The problem was not that the warriors were uncoordinated, the real problem was the lack of sufficient transportation, caused by the lack of available parts and warriors to repair and maintain such a worn out, old and, dare they even think it, obsolete fleet of waggons. The problem was simply solved; get new, modern waggons! The solution was a bit more difficult; how?

Before anyone could say "Selection Committee," the King dissolved the Coordinating Committee and appointed a Committee to Select New Waggons for the ZCT, or Selection Committee for short. He even appointed Prince De Tea, MC, and the Prince of the REME, to the committee as technical advisors.

Moving at lightning Committee pace, which is standard jargon for a month or so, the Selection Committee, guided by the two LOGISTIC Princes, quickly established a short list of contenders for replacement waggons. They sought an audience with the King, advising him of the most suitable waggon type from the short list, and estimating the number of bags of gold required to place an immediate order to replace all the existing obsolete waggons.

King Mark Four was delighted with the Selection Committee's excellent work. He assured them that he would see the Wizard of Finance, Leader of Those Who Must Be Obeyed, as soon as possible, to gain his approval.

Shortly, the King travelled to the big Round Castle to see the Wizard in his cabinet, where he makes all the decisions. However, the Wizard burst into laughter when he heard the King's plaintive plea of modern waggons. Being a wizard when it came to showing charts and graphs depicting all manner of useless information, the wizard showed King Mark Four how all the bags of gold were already committed for the next five years at least to pay for a cabinet reshuffle. He suggested that the band of warriors submit an application to the Five Year Pipe Dream Plan (FYDP), which was the forerunner to the FYIDP, and perhaps something could be done in time.

Extremely disappointed, and wondering what would happen to the defence of Godzone if the warriors continued to be uncoordinated for another five years, the King returned to Land Task Headquarters and broke the news to an equally disappointed Selection Committee.

About six months later, the Formation of Lackies (FOL) got together and decided it was time to have a united frontal strike at Those Who Must Be Obeyed, so that all lackies could get longer holidays, more pay and less work.

Pandemonium soon erupted throughout the Land of Godzone. There was no meat, because the butchers were on holiday, no fuel because the fuel deliverers refused to drive their waggons, and no shipping because nobody would load and unload, or sail the ships. In fact all the lackies refused to work at all, and Godzone was in a real mess.

Fearing that they might all lose their jobs if they became unpopular, Those Who Must Be Obeyed decided something must be done. The Wizard of Finance stood up in his cabinet, (fortunately he wasn't very tall and didn't bang his head,) and said, "We must fight them at the butchers, we must fight them on the wharves, we will never surrender to their demands."

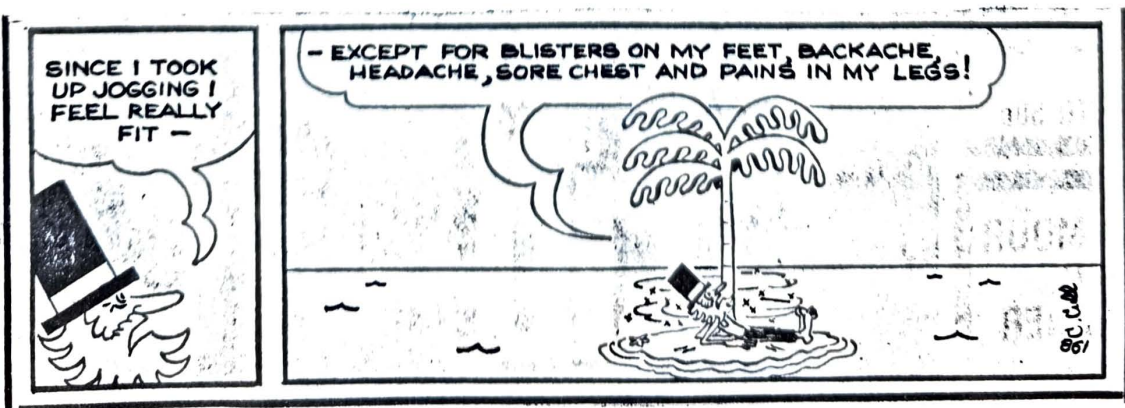
From the corner of the cabinet, a young whip of a lad quipped that, if all this fighting was necessary, perhaps they should call on the little band of warriors, who weren't allowed to strike their superiors. (Avid fans may recall what happened in "The King's Dilemma.")

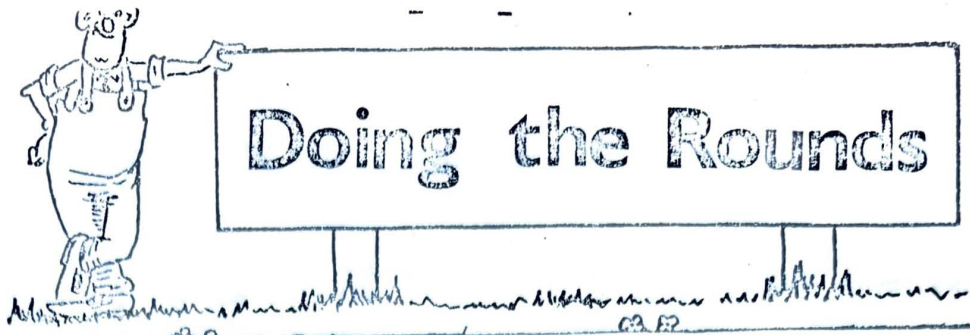
The Wizard thought that was an excellent idea, and summoned King Mark Four to the Round Castle. "My boy," he said to the King, "I have an important job for you. I have decided to declare war on the FOL, to show them just who is running this country, and your warriors are just the chaps to do the dirty work." (Wizards always start wars, but never get involved themselves, except as dictators of tactics.)

"I want the warriors deployed rapidly to all butchers, fuel depots and wharves to take over the jobs of all the lackies. I want peace keeping forces spread throughout the land, able to manoeuvre quickly and effectively to any trouble spots. The warriors are to be completely self contained, and self supporting. You will need to use your TEETHARMS forward to shock the lackies back into action, with your LOGISTIC providing support. Have you any questions?"

"Well Sir," said the King, "I am afraid you have given me an impossible task at the moment. You may recall my last visit, where I told you that my warriors were uncoordinated because of the obsolete waggons. I simply cannot mount such a transport intensive offensive with the limited waggons I have. May I suggest that Those Who Must Be Obeyed postpone the declaration of war for five years, until I can possibly get some new waggons."

Realising the dreadful seriousness of his short sightedness, the Wizard raced away to form a Commission of Inquiry, which is a cabinet appointed committee, to investigate why the warriors were forced to use such obsolete equipment (to be continued)





"Stop the bus!" shouted the tourist party, "stop the bus!" The driver obliged and the tourists poured out onto the roadside, cameras at the ready.

The object of their interest was an aged horse with four small boys on its back. The boys - and the horse - waited patiently while camera clicked all around them.

One humorist patted the horse on the rump and said to the young boy nearest the tail, "Hey, son have you got room for another passenger?"

"Yep," said the boy. He reached around, lifted the horse's tail and said, "there you are mate, hop in the boot."

Young Simon's mother was a very prudish woman and she told Simon that if ever they were in company and he wanted to be excused he was to say that he wanted to whisper.

On his first day at school young Simon felt the urgent call of nature and shuffled around on his seat in a very obvious state of distress.

"What's the matter Simon?" asked the pretty young teacher.

"Please Miss", said Simon, "I want to whisper."

"Very well Simon", answered the teacher. "Come up to the front and whisper in my ear".



★ "HERE comes our office manager, who first introduced the idea of staggering lunch hours."

HOW TO CUT YOUR FUEL BILL BY 20%

The next sentence you will read is one you probably never expected to find in a petroleum magazine.

"We want you to buy less petrol, and here are proven ways to make five litres do the work of six".

The petroleum industry is acutely aware of the necessity to curb petrol consumption. There are supply difficulties overseas, and oil is a dwindling resource, not only in the Australian fields but elsewhere also.

New Zealanders in February joined South Africans in being prohibited by their governments from purchasing petrol at week-ends or on public holidays, in fuel conservation measures which strike harshly at established lifestyles.

A number of other countries ban the sale of fuel on alternate days, or limit the use of private vehicles to one day in two (only those with registration plates ending in even numbers permitted one day; those with odd numbers permitted the next). The United States of America is reported to be considering the introduction of petrol ration coupons, should its supply situation deteriorate much further. Already, the upper speed limit on U.S. highways is restricted to 93 kmh (55 mph).

Every motorist also knows how steeply petrol prices have risen in the past five years, and how quickly they are continuing to increase. Despite these price increases, Australians are paying only half the prices many Europeans face when they fill their tanks.

So, from the standpoints of both energy conservation and money-saving, it makes sense to be as sparing as possible in the use of petrol.

On a conservative estimate, Australians could, with little or no inconvenience, and driving their existing vehicles, run the same number of kilometres annually as now - using 20 per cent less petrol.

Here are tested ways to achieve that saving, but you should remember they are really a package deal - they need to be followed altogether for maximum effect, though any one will make some contribution.

DRIVING TIPS

Engine warm-up: Keep it short. Don't race the engine, which is harmful to it anyway. It is best to start up and drive off, allowing the motor to warm up in motion. No harm results from driving a cold engine at moderate speed, and fuel is saved. However, remember that a cold engine does not respond quite as quickly as when hot, so exercise care in traffic situations where response is critical.

Choke: Push the choke in as soon as possible.

Speed: Be moderate. Avoid jamming the right foot down when traffic lights turn green. Avoid rapid acceleration and high speeds generally. A car running at 80 kmh uses 25 per cent less fuel than at 110 kmh. The best fuel economy in cars of all sizes comes at between 50 and 65 kmh.

Peak Hour traffic: Avoid it, if you can. Stop-start driving burns more fuel. An idling engine wastes energy. As a guide, drivers should avoid idling motors longer than three minutes. If you can't avoid the peaks (does your work allow flexible hours?), endeavour to maintain even speeds without sudden stops.

Plan all trips: In city driving, a one kilometre trip with the engine cold may increase petrol consumption by as much as 70 per cent. Try to plan your car use to cover as many errands as possible with one trip.

Short trips: Cut them out. Don't drive to the corner shops for a bottle of milk or a dozen eggs. Walk. The exercise is good for you too!

Left foot: Don't drive with your left foot on the brake or clutch. With automatic transmissions, your right foot should do for both accelerator and brake.

Air-conditioners: Use them sensibly. They can reduce fuel economy up to 10 per cent.

Filling-up: You should take care at self-service pumps not to overfill, anyway. Spilled petrol you have to wash away is a complete waste.

High gear: Keep the transmission in as high a gear as possible, to save fuel. In automatic cars, light pressure on the accelerator encourages the transmission to shift into high gear quickly.

Weight: Keep your car on a diet too. Remove unnecessary weight from the boot (not the spare wheel!), to save fuel. The less weight the better the performance, especially when climbing inclines. Remove the roof rack when not required (saving weight and wind drag).

MAINTENANCE TIPS

Tuning: Have a tune-up every 10,000 to 12,000 kilometres. This should include PCV (positive crankcase ventilation) valves, air-cleaner, and, in particular, spark plugs and ignition timing. Replace worn plugs, and ensure that only the correct type is used. Make sure that the choke is not sticking, particularly on vehicles fitted with automatic chokes.

Tyres: Maintain the manufacturer's recommended pressures. Steel-belted radials will give slightly better fuel economy than other types.

Wheels: Make sure front wheels are properly aligned.

Oil: Use multigrade oils, especially in winter. This will cause less power drag when starting cold.

Brakes: Be sure they are not dragging or binding (don't forget to check the handbrake).

"It's not hard to put these simple tips into positive action. So, please, join the ranks of the Petrol Savers."

A CAR IS BORN

WHO BUT THE BRAVEST can face the fact that the \$5 per gallon petrol price is just over the horizon? Car manufacturers are working late back at the drawing boards, knowing that in order to keep their share of future markets they must produce a thoroughly modern mini with a petrol-sipping quality akin to that of a condemned man making his final request brandy last while the firing squad waits.

The energy-wasting properties of the present-day are enormous. Taking into account the energy used in the extraction of crude oil from the well, shipping it, refining it, transporting and distributing it and then pumping it into your tank, it takes the energy equivalent of 11 gallons to put one gallon in your car. It takes a whole tribe of striped cats to put a single tiger in your tank, and while you may wish to fantasise about the power at your command, what you get is about that of a disgruntled tomat.

The present car engine typically achieves a thermal efficiency of between 22 and 27 per cent. Under the normal range of driving conditions, however, the net efficiency of power delivered to the wheels is only about 10 per cent. Obviously the way to prevent the car eventually dying of thirst is to come up with more efficient engineering or a marked rethink of design.

The first step in saving energy is to cut down on the car's weight. Performance figures show that each additional 100 pounds weight of car requires an extra 1.5 to 1.7 gallons of petrol per 1000 miles of average driving. Rolling resistance (and the energy needed to overcome it) is proportional to weight, and both rolling resistance and aerodynamic drag absorb 24.7 per cent of the useful power delivered by the engine of the typical American car. Thus economy and weight-saving are reasons for the thinness of the body panels on the latest cars - reasonable recompense for the fact that you must be careful not to lean on them, or polish too hard.

The rolling resistance depends on the nature of the tyres and their pressure. The energy loss in tyres is caused by the flexing of the rubber: because of hysteresis (its recovery characteristics after flexing the tyre does not give back all the energy that went into deforming it. Thus, the less flexing, the smaller the energy loss.

At the same pressure, radial tyres offer significantly less rolling resistance than conventional bias-ply tyres. With either kind, the rolling resistance can be reduced by about 25 per cent by raising the pressure from 20 to 40 pounds per square inch.

Air drag increases as the square of car speed - hence the need for imposing the present 80km/hr road limit. Greater emphasis in reducing this factor will no doubt be a feature of tomorrow's cars, as will improvements in engine and transmission efficiency, and attention to the power-draining accessories such as the engine fan, water pump, alternator and power steering, which together can absorb several horsepower.

And so research goes on.

Some people, however, feel that tinkering with a basically inefficient machine is not the way to go. For the past few years, Shell Cil and the English Motor magazine have stimulated research from the other end, in a competition for anyone who cares to design, build and drive a basic, first-principles vehicle with three or four wheels, powered by a petrol engine, with the aim of achieving the highest miles-per-gallon figure, averaging 10 mph over 10 laps of the Mallory

Park motor racing circuit near Leicester.

The response was a goodly gaggle of spindly, bicycle-wheeled contraptions of stark simplicity, some with bare bicycle-and-a-half framework, others with all-enveloping aero-dynamic bodywork. Much of the British press ignored the event; some laughed at it. "We cannot take it seriously," said one of Britain's leading magazines.

But their laughter turned to amazement when the results came in. They showed that by concentrating on fuel economy to the exclusion of everything else, phenomenal results can be achieved. In June last year, a much-sought-after mark was passed: a Dutch team from Eindhoven University broke the 2000 mpg barrier with a figure of 2066 mpg.

There are five factors which must be taken into account to achieve a winning result. They are weight, a low rolling and wind resistance, engine efficiency, gearing and driver technique. Lightness was achieved by the use of minimal material. Many used a bicycle frame with half another, with an outrigger frame between to take the third wheel and provide a platform on which the driver lay either on his back or tummy-down, to present as little frontal area as possible. Most used Honda 50cc 4-stroke engines, although one, incredibly, had a model motor-boat engine of 4 cc.

Engineers and car designers were surprised to find that, even at speeds below 25 mph, wind resistance was an important factor, so streamlining and aerodynamic "cleanliness" is a must. The main problem seems to be lack of engine heat. Since most competitors believe in the "squirt and coast" technique the engine never runs long enough to reach optimum operating temperature, so lagging is the order of the day. On the other hand, a Finnish team used waste exhaust and engine heat to run an additional steam engine. Those competing included scientists, engineers, university lecturers, apprentices and garden-shed inventors.

Is this just a ridiculous exercise? Has it any bearing on the future of the family car? Just as Formula One motor racing, though far removed from the family saloon, has acted as a testing ground for suspensions, tyre-rubber mixes and the like, so, at the other end of the scale, the Shell Motor Marathons could be of equal importance in that the emphasis is on going back to the basics of car design - a re-appraisal of known technology and established principles.

Already the idea has been taken up by proponents of the electric car. Encouraged by the success of last September's fun for electric vehicles, run on similar lines to the Shell Marathon (and won by a young television engineer whose "car" covered 67 km in two hours), the firm of Lucas and the Institute of Mechanical Engineers are running another competition this year. The top prize of \$1000 will go to the car which runs furthest in an hour and a half, powered only by two 12-volt car batteries.

The amused attitude of the press, and the "String and sealing wax" air of the entries, had their parallel in the earliest machines in which men tried to fly. The more far-sighted may see in these amateur efforts the birth of some new forms of commuter vehicles, capable of making those precious litres and cents go much further.

DOES THIS CONCERN YOU

In Florida, U.S.A., Judge Alfonso Sepe had the miserable duty of sentencing a 17 years old youth to a year's gaol for possessing hallucinogenic drugs and assaulting a police officer. The Judge's words, in handing down the sentence, have been widely circulated in the States, and should be worth thinking about over here. Speaking directly to the youth he said:

"Do you know who is going to serve that year?
Not you. Your mother and father will serve
that year. Your body is in the stockade for a
year, but their souls are tormented for a life-time.

I have not spent five cents raising you. I don't
know you from Adam. But your mother and father have
put their lives, their hearts, their sweat, their
money and everything else they have, into bringing you
up. And now they have to sit in this court room and
listen to a total stranger, who had nothing to do with
your upbringing, scold you and put you in gaol.

This is a time when phony kids your age are yelling,
"You adults have your alcohol, we want our drugs;
you have polluted this and that" and all the rest
of the garbage that come out of your mouths. I
want you to think of this for a year, and the reason
why I say it;

If you are sick, a doctor will treat you, and he won't
be high on drugs. The lawyer who represents you won't
be high on drugs and the people in whose custody you will
be won't be high on drugs.

Your astronauts are not on drugs, your President is not
and your legislators are not. And your engineers who
built the bridges you drive across and the tunnels you
drive through, are not on drugs, and those who built
the planes that you fly in, and the cars you drive are
not.

But in the world of the future, the same may not be
true. Teachers, doctors, lawyers, legislators -
products of the drug oriented generation may well be
as high as kites. You won't know whom to send your
children to, or whom to trust your life to. Lets
see what kind of a world you leave your children before
you talk about the world that we left ours."