



TRUCKING TRIBUTES

GERRY BROWN

Gerry started driving at the age of 16, moving machinery around South Australia. He went to Melbourne to work and bought his first truck in 1970. For the next 10 years he did heavy haulage interstate. After an accident in 1981 that left him unable to drive trucks, he opened a pilot car business, but as soon as he was able he was back in the trucks, moving machinery and mining equipment all around Australia until his health forced his retirement in 2002.

MAX BURGESS

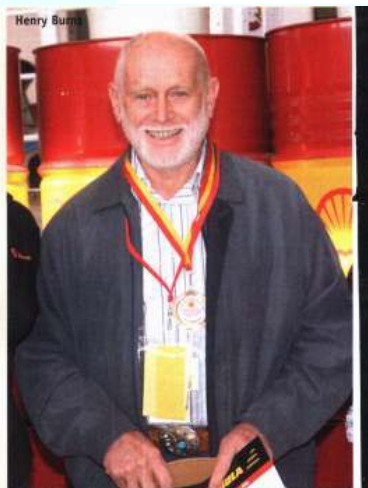
Max was always going to be "bushy". After four years as a stockman in central Australia he joined the AIF, and became a transport driver. He was soon sent to Alice Springs to transport troops. After the war he found a job as a coach driver and spent the next

20 years driving across Australia, covering thousands of miles through the Outback. In 1972 he transferred to the South Australian Engineering and Water Supply Department as Transport Manager, retiring in 1991.

HENRY BURNS

Henry loved engines, starting with trucks as a 17-year-old. He owned several trucks over the next 10 years, carrying general cargo around NSW. Henry sold his trucks and started earthmoving in Brisbane, which resulted in his first Low Loader. He specialised in shifting draglines and crawler cranes. Henry semi-retired from his Low Loader business and purchased his first coach, which he drove himself for six years until retiring in 1982. Born to drive, Henry toured Australia and USA in motor homes.

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Truckin' Life continues its profiles of the Hall of Fame inductees for 2008. The Shell Rimula Wall of Fame honours those people that have helped create and shape the industry.





Jules Favre



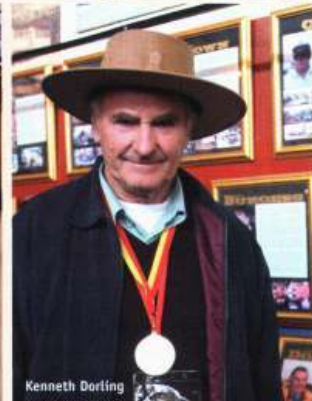
Basil Gee



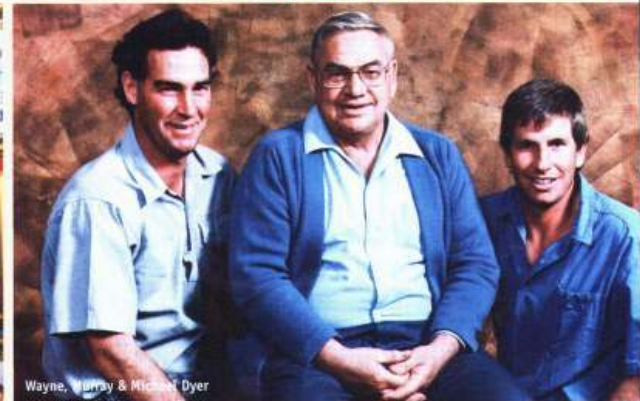
Jim Gillespie



William Cadd



Kenneth Dorling



Wayne, Murray & Michael Dyer

WILLIAM CADD

Bill's grandfather formed Cadd Transport due to a boat strike in 1921. He took his small truck to Adelaide to pick up fruit, vegetables, and general items, delivering to local towns. Bill's dad took over from his father, adding many more towns on the southern York Peninsula. He retired in 1980 when Bill took up the reins and kept Cadd Transport going.

SIDNEY CRAWFORD

Sidney Crawford's first involvement with the motor industry was during WWI when he served in France as a transport driver. Following the war, he moved to SA and in 1922 he formed Adelaide Motors and All British Motorhouse. In 1934, Sidney established Commercial Motor Vehicles (CMV) and served as its managing director until his death. It was through CMV that he firmly established himself as a leader and key contributor to the growth and development of the Australian road transport industry.

KENNETH DORLING

Ken's interest in trucks began when he was 10 when his father bought a new Bedford, but it wasn't until he was 23 that he started to drive full-time. Ken drove for several companies, carting a variety of cargo to all

parts of Gippsland. He clocked up 2.6 million km over 24 years. Ken believes driving trucks was a lifestyle as much as a job and that there are far too many rules today.

MURRAY, WAYNE & MICHAEL DYER

The Dyer family has a connection to the transport industry dating back to the paddle steamers. Dyer's had a transport service to Adelaide in the 1920s until an Act of Parliament gave preference to rail. In 1950 the company began operating an interstate service to Melbourne and later Sydney. They diversified in the '70s to include earth moving and stone crushing. Interstate transport has now ceased but a large amount of transport work is carried out between the Riverland and Adelaide. Mr Murray Dyer's sons Wayne and Michael are now in the business too.

JULES FAVRE

Jules, like many, started driving without a licence in an old Chev on the farm. When he got his licence he began driving an ex-Army truck. He carted fuel when there were no tankers, just 44-gallon drums, moved a 12.5-tonne load from NSW to Queensland, and drove coaches in the '60s. He also carted grain when the whole truck would be hoisted to empty the trailer. He did some interstate

driving for a few years before finally settling into local work.

BASIL GEE

Basil started his driving career carting soil before creating history by being the first to pull a furniture van across the Nullarbor. The roads were dirt and everything was hand-loaded. His next truck, with a refrigerated van, saw him take hanging meat to Perth, and travelling to Sydney and Brisbane carrying produce. In 1985 Basil decided to give the long journeys away, and concentrated on establishing a van and trailer repair business. It wasn't long before he was chasing the white lines of Australia's highways once again.

JIM GILLESPIE

Jim started driving in the Northern Territory delivering freight to the Tennant Creek mines and back loading copper dust. He drove the fuel run to Darwin and Mt Isa after Cyclone Tracy and later worked on the fuel run to Mt Isa. Jim spent the next 20 years driving for the oil rigs in the Territory and WA; doing the Barkley Tablelands fuel run and the bush run out of Darwin. Currently Jim is working at Pine Creek on the road trains carting gold ore.

