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*January 2022*

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# *The Sentinel*

*Newsletter of the Rhodesian Services Association*



As the holidays fast approach, we thought it best to send this issue out earlier than usual, which also gives us a chance to wish you all a very **Merry Christmas** and **Happy Holidays**.

Thank you for taking the time to read *The Sentinel*, a new venture for us this year and still a work in progress. To those of you who have emailed me with your thoughts, comments, stories, and photos, they are very much appreciated.

~ Jackie

***The Committee and volunteers of the Rhodesian Services Association wish you all a safe, healthy, and happy New Year.***

## **From our Inbox:**

Financial Membership of the Rhodesian Services Association:

We have previously explained our aim to have 1,000 or more Financial Members, because the combined annual income from this number will provide the NZD 25,000 that it currently costs in rent, rates, body corporate fees etc. for The Lion and Tusk Museum. Any additional income over and above that strengthens our position. **By securing the museum we ensure that we keep protecting Rhodesian history.**

In our last financial year ending on 30 September 2021, we reached 750 Financial Members; at the time of writing this report we have 800 in sight. This shows that our goal IS achievable. We are nearly there and with YOUR support we will achieve our aim. We all care about Rhodesian history - and for NZD 25 per person per year – you CAN do something positive towards ensuring that it is preserved. You can use this secure payment portal <https://thelionandtusk.org/home/membership/>, or if you want details of our other payment methods write to our Secretary, Graham Divehall on [thesecretary@rhodesianservices.org](mailto:thesecretary@rhodesianservices.org) and Graham will send you details.

Currently, Financial Members receive *Rhodesian Dispatches* - a monthly publication authored by Gerry van Tonder and featuring snippets from Rhodesia's 80-year history, monthly special offers from the CQ Store, discounted access to the museum, and access to loan books from our library.

~ Hugh Bomford

The letters that follow are first-hand accounts of life and training in the RAR. They were written by men who had recently passed out from Depot RAR and were posted to 1 and 2RAR. The letters first appeared in *Nhowo*, the magazine of the Rhodesian African Rifles, in 1978 and are reproduced here *verbatim*.

(With thanks to Andy Telfer, co-editor with Russell Fulton, of *Chibaya Moyo*).

My views in A Company by 646911 **Private Moyo John**. I am a man of 20 years old born in 1957, January the first. I am the first born of my family. When I was 19 years old I thought of joining the army. I wrote an application to the recruiting officer and to my surprise I was answered and was told to come on a proposed date. The proposed date came and I found myself and many others in Methuen Barracks for our selection course. The selection course took five days. We were tested for physical fitness and mental fitness. I passed my selection course and we left Methuen Barracks for Shaw Barracks on 9th January 1976. We started our course and I enjoyed my training course. This tough course ended in July and I found myself being one of

those 'Tough Blokes'. I joined A Company, which I heard during my course was the Champion Company. I am enjoying the patrols, parades and commemorating dates. We work as brothers and family in A Company. If I am not mistaken it has got the best soldiers in Rhodesia. I can say nearly every day TF [Territorial Army—white conscripts] riflemen ask us: "Why do you look smart while you are in the jungle?" Well the answer is very easy— because we are proud to be Good Disciplined Soldiers. Life in the army cannot be compared to civilian life. If you are a real soldier you should hate Tribalism, Discrimination, Racialism and Politics. The thing I enjoy most after hard working days is R & R. During these resting days I enjoy boozing, seeing my family and my prostitute! All this enjoyment is got through hardship and hard standing. I hereby thank our OC Major Ford, Lt Fisher, Lt Aird, CSM Yangama BCR and his senior NCOs and privates for their responsibility.

646908 **Private Mutachi Mashoko** writes: I am so grateful to explain to you how I came to join the army. I was born in a poor family in Chilimanzi District in Umvuma. After a few years I went to school for Grade One at Chilimanzi School. I then completed my education to Grade Seven and passed my examinations with a first Grade. I was very much pleased by that, but had no money to go for further education. In 1975 I went to Selukwe where I worked for six months, but the salary was low for me. I was also doing sports, especially cross-country, etc. In the same year I applied for joining the army because my mind was full of wanting to join the regular army. I was told to come on 1st January 1976. When I reached 1RAR I found a group of more than a thousand applicants. Some were very big and strong. When I compared my body to theirs I thought they would not take me as I was so thin and tiny. But the time came when we went for running over 20kms. I came first out of the whole group and by that time I was happy as if I was already in the army. When the selection was over we went for training at Balla Balla. We finished six months we had a happy passing out on the 2nd of July 1976. The following day I was posted to A Company 1RAR where I am still. I am very much pleased in this company because we are working hard together, bringing the results of killing more terrors than any company here in Rhodesia. Our Major Ford is very much interested in war and good in commanding. I hope God gives him and us more power to fight and sweep the foolish terrors out of our peaceful country Rhodesia. Wishing all A Company members good luck and have a nice year.

These are two first-hand accounts of AS [African soldiers] on OP [Observation Post] duty. The first is from **Corporal Mkanga** of Support Company 1RAR (Chiwororo, 'The Sting') entitled, 'The best Christmas I had': All c/ s 53 had been deployed in the area two days before Christmas Day. Information had come from police that terrorists would break into a store and rob it. Call sign 53A under Sergeant-Major Abias and c/s 53D under Corporal Fanson were sent in the area to ambush the store. The two c/s did the ambush at the store and nothing good came of it. The third day we thought of doing day observation and listening patrol. We did that east of the store.

While doing that we met a boy who told us that there were three terrorists in the area. He told us the route they were using when they were in the area. We searched all over but found nothing. We returned to our OP where we stayed for at least one hour. After that hour we thought we had not done our patrol thoroughly. We went back again, did the patrol along the river, and came to the kraal, listened but still found nothing. We were now very weary and we returned to our OP. On our OP we stayed there for half an hour. At half past seven we heard some shots southwest of our OP. They were shots of terrorists, and they were firing at the DC's [District Commissioner] camp. The DC's people returned the fire. During the firing we left our OP and went down. We had gone down to ambush the route that we were told by the boy that terrorists always use when they are in the area. Call sign 53D took the first ambush position. Call sign 53A moved further south of c/ s 53D's position. Before they found their position to lay their ambush they heard a noise. Sergeant-Major Abias ordered his men to take positions quickly. This they did. They stayed there for 15 minutes but nothing happened. Immediately after we had taken positions, the man on my left heard some movement. He told the man next to him and the first man that he had the terrorists visual. He counted and found there were five. The man on my right also saw the terrorists. I ordered the two men who had seen the terrorists to spring the ambush. They fired at the same time. Other people who had not seen the terrorists also fired. We were very successful and eliminated this entire group. This gave us much to celebrate over Christmas.

In 'My first contact', **Private T. Chipato**, also of Support Company, writes: It was in October [1977] when we went to operate in the Victoria Province, based at Fort Victoria airstrip. We spent two days there before the whole platoon was deployed into a certain Tribal Trust Land. That same night we went into OPs waiting for the following day's movement into the area. My stick, under the command of Corporal Mukanga, went to a high feature near a mission where we expected to see the enemy after first light. As we expected, early the next morning, we saw a terrorist running from the mission school to a nearby hill. Before our commander had a chance to report the sighting, call sign 53C, under Corporal Chesango, reported that they had seen five more in the area that the first terrorist was seen running to. The incident was reported and we were told that the Fireforce would be overhead in 30 minutes. Our call sign prepared everything, adjusting our pouches, packing our rations; ready for anything since we knew we were going to be called upon first as we were the nearest call sign to the scene. Soon we were ordered to descend from our hill and prepare a landing zone. Without wasting time cutting down trees we ran to some nearby fields. Corporal Mukanga talked the helicopter on to our position, we emplaned and were taken to the other side of a thick hill feature where the terrorists were. We were the fourth stop group. Later, more support arrived and SAS troopers were dropped. The contact continued and we were ordered to sweep the area. We moved through the thick hillside and I was a little afraid because I had never even seen a terrorist before. When we finished sweeping, we found that we had killed four

terrorists and captured two. All their weapons were recovered. Our OC, Major Zeederberg, was very pleased to hear of our success and he prepared a merry party for us. Much experience was gained from the scene, and I discovered that these people can die easily and without hesitation.

On 21 October 1977, B Company (Chenjera, 'Beware') 1RAR was proud to have the first paratrained troops in the regiment. Mischievous rumours abounded to the effect that tribal superstition would deter the AS from leaping out of an aircraft. In the event, the critics were confounded. The African soldiers took to parachuting like the proverbial ducks to water. The entire experience—from training to actual jumping—is described by 646096 **Lance-Corporal Daniel Wushe**—the first RAR soldier to jump out of a plane: A most important time came for me when 23 members of B Company 1RAR were selected to do para training. Before the course started we were deployed in Op Tangent area and met 1RLI paras. They told us a lot about para training and even dressed me in a real 'chute. We were all very excited about our forthcoming training and were keen to get started. We were given ten days pre-training which we did on a farm. It involved a lot of physical training and was very hard work. Finally the time to start the course came and we were sent to the Parachute Training School [PTS], New Sarum. When we arrived there we entered a big hangar and a colour sergeant shouted "Hurry up, you're two hours late. Get moving!" This man bellowed like a bull and even our officer 'Saraugarike' doubled! We were given an opening address by the OC PTS and were told that we must listen very carefully to everything we were told by our instructors. We were sorted out into sticks and the first seven days were spent on learning para techniques and hard ground training. On the day of our first jump reveille was at 0430 and while we were putting our 'chutes on we were briefed by our instructors to do our best to follow the sequences in the para descent. The sticks emplaned as the old Dak warmed up its engines and finally we were airborne and still our instructors were telling us to do our best, not just for us but for the battalion as well. We were all very determined to do our best. The wind drifter was sent down and we were called for "Action Station!" "Stand in the door!" the instructor shouted and at once Saraugarike was there. "I want a good exit, okay! Go!" and one by one we jumped. The instructors were very happy with our jumps. For the first time since 1RAR was formed I was the first African soldier to jump out of an aeroplane. "It was a really nice jump and your exit was excellent," my instructor commented. Time went on and we did one jump every day. We did nine jumps in all and were finally given our wings.

Members of other companies were even more ecstatic about the experience. 646999 **Private P. Nzero** of 12 Platoon D Company wrote: The day we were told that there will be a parachute course for African soldiers I was very much excited and fortunately our platoon was chosen to go for parachute course. We spent ten days exercising in the bush. Then we were told to go to New Sarum for training. At first we were divided into sticks of nine, so I was put with Staff Pentecost. He is a good

instructor and he taught me to be a good parachutist. We did five days' ground training and we were taught how to land from different stages, but the stage I was scared of was the fan which is about 24 feet high, but I managed to jump down. The second week, that's when we started to come out of the aircraft. I was third man of port stick. The first man I thought had gone forever and I wouldn't see him anymore, but unexpectedly I was also out and I saw myself hanging within the air. Within 30 seconds I was already on the ground so I rolled my parachute and doubled back to the DZ trucks. That is when I saw my instructor clapping hands for me, saying "Well done". I was also happy about my jump. From there it was easy for me. Now I am happy because I am a special soldier.

A member of the same platoon, Lance-Corporal **I. Mberi** recorded: How I enjoyed my parachute course in Salisbury at the airport! It was on Monday morning when we began ground training in the big hangar. Ground training was a ridiculous event in my life! I was so frightened the first two days. But afterwards, it was easy as eating sadza [maize meal]. I began to enjoy both the flight and the landings. My first jump from the plane, the word of command says "Action Stations!" Everybody starts to move towards the aeroplane door. I was in front when the dispatcher said, "Stand on the door!" I moved to the centre of the door, but it looks as if I was about to die. When the word of command says "Go", I jump out from the plane. But before my canopy develops I was dead. It takes about ten seconds before it develops. After it develops, it seems as if I was driving a taxi, and I was so happy and did a forward-right landing, and did not hurt myself. So from that day until now I like Fireforce jumps more than anyone else!

Enthusiasm for parachuting was not confined to members of the 1st Battalion: Private **Gift Munana** of A Company 2RAR wrote: I joined A Company on 12 of January 1976. I came from recruits' course at Balla Balla. When I arrived at the company I was introduced to all the commanders in the company. One of these was Corporal Barbson Pongweni whom I gave the nickname of 'Dzansemomotera' or 'Easy come easy go' or 'Chief Nhema' because of his funny stories, and Major A. Dennison whom we call 'K-car' because of the way he grips his rifle and I was also very pleased on the day I was nominated to go for a para course and worked very hard and passed the course. How funny and how lovely to be a paratrooper enjoying yourself diving out of the plane while it is in motion and I can call myself a skydiver. I must not forget to mention the 2IC Captain Meiring who usually calls us 'Wankers!' with a nice lovely voice and our CSM Benjamin Makurira who is nicknamed 'Chipembere' [Rhino]. I wish you could all have such leaders as Major Dennison and Captain Meiring. Everyone in A Company is happy! We have a company song we call 'Gange mukange Song' and 'Tirivaduku tauyawo'.

## **WAR AND REMEMBRANCE**

*Of them who running on that last high place  
Leapt to swift unseen bullets, or went up  
On the hot blast and fury of hell's upsurge,  
Or plunged and fell away past this world's verge,  
Some say God caught them even before they fell.*

~ from *Spring Offensive*, by Wilfred Owen



**11th November, Armistice Day**

In 2019, UK high schooler, Joshua Dyer, was asked in school to write a poem that could accompany the hymn, *On The Road To Passchendaele*, at a veterans' group concert. The resulting 24-line poem, an ode to camaraderie and sacrifice, was written by Joshua in about 40 minutes:

### **ONE THOUSAND MEN ARE WALKING**

One thousand men are walking  
Walking side by side  
Singing songs from home  
The spirit as their guide  
they walk toward the light milord  
they walk towards the sun  
they smoke and laugh and smile together  
no foes to outrun  
these men live on forever  
in the hearts of those they saved  
a nation truly grateful  
for the path of peace they paved  
they march as friends and comrades  
but they do not march for war  
step closer to salvation  
a tranquil steady corps  
the meadows lit with golden beams  
a beacon for the brave  
the emerald grass untrampled  
a reward for what they gave  
they dream of those they left behind  
and know they dream of them  
forever in those poppy fields  
there walks one thousand men

## **The National Memorial Arboretum, Alrewas, Staffordshire, UK**

<http://thenma.org.uk>

The National Memorial Arboretum, near Alrewas in the Midlands, is Britain's memorial to her fallen since World War II. It is part of the British Legion and the visitor site comprises 150 acres of parkland on the edge of the National Forest in Staffordshire.

The Arboretum and Memorials exist to ensure that:

- The unique contribution of those who served and sacrificed is never forgotten.
- The baton of Remembrance is passed on through generations.
- There is a year-round space to celebrate lives lived and commemorate lives lost.

(It's worth noting that the Rhodesian Services Association and the Lion and Tusk Museum were established for these very reasons).

Among the many memorials at the Arboretum are the BSAP memorial, erected by the BSAP Association (UK Branch), as well as that of the Rhodesian African Rifles and the Rhodesia Native Regiment, erected by the RAR Association (UK).



*The National Memorial Arboretum, near Alrewas in the Midlands, U.K.*

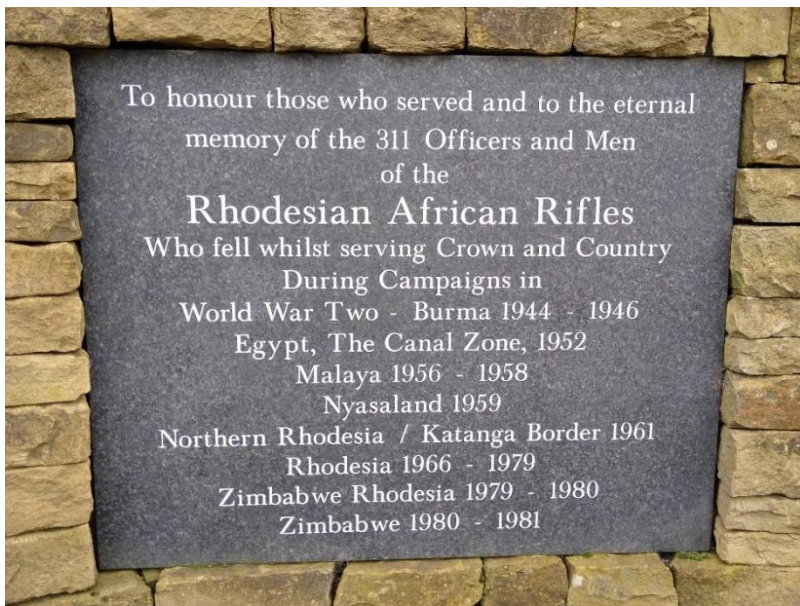


Photo credits: Alan Spencer; Gerry van Tonder. The original sculptures by Winston Hart, from which the BSAP panels were cast in bronze, are now on display in the Memorial Garden at The Lion and Tusk Museum.

## **HONOURS AND AWARDS**

### **Warrant Officer Kupara**

Bronze Cross of Rhodesia, BCR, awarded 29/10/1976

Exemplary Service Medal, (ESM), awarded 18/08/1978

Warrant Officer 2nd Class KUPARA, Bronze Cross of Rhodesia citation: "Warrant Officer Kupara has been continually involved in counter-insurgency operations since 1967, a total of nine years. During this time, he has progressed from section commander to company sergeant-major and has shown outstanding qualities of leadership and competence. Due to the shortage of junior officers, Warrant Officer Kupara frequently commanded platoons on operations for long periods with exceptional ability. In October 1974, he commanded 2 Platoon of A Company 1RAR when they had two very successful contacts, resulting in the death of three terrorist leaders among eight eliminations. On 7 January 1975, Warrant Officer Kupara was leading a patrol which had a fleeting contact with a number of terrorists. He carried out immediate and aggressive action and killed one terrorist personally by a direct hit with a rifle grenade. Since January 1976, A Company has taken part in Fireforce operations at regular intervals and have had notable successes. Several kills and captures were attributable to the courage, calmness, tactical skill and excellent bush craft of Warrant Officer Kupara. On a contact on 3 April 1976, Warrant Officer Kupara and his stick were pinned down by accurate fire by a terrorist using an RPD machine- gun. Warrant Officer Kupara threw a white phosphorus grenade and under its cover, moved around behind the RPD gunner and shot him through the head, killing him. Three other terrorists were also killed in this contact. On the night of 6 May 1976, Warrant Officer Kupara was commanding the lead vehicle of two vehicles carrying 2 Platoon and Company Tactical Headquarters of A Company when the rear vehicle was ambushed by eight to ten terrorists using RPG, RPD and small arms. The vehicle was immobilized and one section commander was killed on the vehicle. Warrant Officer Kupara immediately stopped his vehicle, which was out of the killing zone, and directed rifle-grenade fire on to the terrorist position followed by an immediate clearance of the position. Warrant Officer Kupara showed a calm professional approach and handled his men in an excellent manner throughout. His determination and confidence had an excellent effect, especially upon some of the younger soldiers, recently out of recruit training, who must have been somewhat shaken by the ambush and death of the section commander during darkness. Warrant Officer Kupara has a quiet personality but is an experienced and well-respected soldier. His tactical ability and calmness in action are first class at all times. He has displayed continuous bravery and competence on counter-insurgency operations over a long period."

### **Patrick Arthur Dorehill**

80207 Flt Lt Patrick Arthur DOREHILL DSO, DFC & Bar. RAFVR 44 (Rhodesia) Sqn. LG 28/4/1942. Bar to DFC LG 3/3/1944 1059. Pilot. Recommendation for the award of the DSO.

#### DSO Citation

Flight Lieutenant Dorehill has recently completed a second operational tour with number 44 (Rhodesia) Squadron, a distinction which only one other Rhodesian has achieved. In the process he acquired a remarkable record for gallantry, efficiency and devoted service, not only with his own squadron, but with number 5 Group also.

He started his first tour in August 1941 with Hampden aircraft and completed a year later with a successful attack on Nuremberg. The most notable incident however, was his part in the famous low level daylight raid on Augsburg, in a Lancaster aircraft in April, 1942. On completing this tour he was employed as a flying instructor at a conversion unit for sixteen months, where although naturally averse to non-operational flying, he loyally applied himself with energy and cheerfulness most successfully. Flight Lieutenant Dorehill eventually resumed operational flying with his old Squadron in December, 1943. This tour, recently concluded, consisted of twenty successful sorties, including seven attacks on Berlin, three on Stuttgart and two on Frankfurt. He was awarded a Bar to the DFC following an engagement with an enemy fighter over Berlin on the 2nd January, 1944, where brilliant airmanship and captaincy undoubtedly saved his aircraft and crew from destruction. In his last attack on Berlin on the 24th March, 1944, one engine failed shortly after crossing the enemy coast en route to the target. Nevertheless, Flight Lieutenant Dorehill, although forced to fly at a lower height than the bomber stream flew on and accurately bombed the target with his full bomb load.

His services as a deputy flight commander and flying instructor were equally whole-hearted and efficient, throughout this intensive operational period his administrative work proved to be above average, while as flying instructor he bore the brunt of the day and night training of new crews. I consider it no exaggeration to say that during a difficult period of the squadron it was his elan and personal example which braced and steadied the remainder of his squadron. He is quite definitely an outstanding young officer, who has rendered the most splendid service to the squadron of his Colony.

I strongly recommend Flight Lieutenant Dorehill for an immediate award of the Distinguished Service Order.

Gp Capt A A Butler  
Commanding RAF Dunholme Lodge  
15.5.1944  
Countersigned  
22nd June 1944  
A T Harris  
C in C Bomber Command  
DSO Immediate Award

Dorehill completed his first tour having flown thirty-five sorties, and on his second tour twenty sorties. Successful twenty-seven and twenty – 201.29 hours flown, and 146.22 hours flown.

The award was approved.



## **THE LION & TUSK MUSEUM**

The Lion and Tusk Museum is situated at Unit 10, 14 Portside Drive, Mount Maunganui, New Zealand. It is open to the public Thursday to Sunday inclusive, from 10am to 3pm. Our Curator, Tony Fraser, has set up displays in the museum, utilising available artefacts and resources. His intention has never been to produce unit-specific displays, but rather exhibits covering Rhodesia's complete history. We offer over 500 square meters of displays, as well as a Library from which Financial Members can borrow books and a Memorial Garden that contains a number of Rolls of Honour that were rescued from destruction in Zimbabwe. An Alouette III helicopter is the largest piece in the museum.

We recently received an extremely rare artefact – a letter, handwritten by Major Allan Wilson. By way of background and explanation, the following report is from Gerry van Tonder:

"In 2012, a Mrs Turner approached me to research her grandfather James Greene's diary of his trip to and experiences in Fort Victoria, Rhodesia, in 1893, while in the employ of Goldfields of Mashonaland Ltd.

En route to Ft Victoria, Greene writes that at the Tokwe River on 8 May he met Allan Wilson who, at the time, was employed by the Bechuanaland Exploration Company as its chief mines inspector.

But something more remarkable was to come out of this research project. Last year—eight years later—I received an unexpected email from Mrs Turner. She had attached a scan of a letter which she believed would assist with filling in some of the remaining blanks in her grandfather's life at Fort Victoria. She had found the letter amongst her late grandmother's personal documents that had been in storage. The letter, to her grandfather, was mining-related, but from a man she had never heard of.

The 127-year-old letter, watermarked 'Pure Linen Paper Gc & Co', is signed by ALLAN WILSON, that icon of the ill-fated Shangani Patrol, in which Wilson and 34 of his men perished at the hands of Lobengula's warriors.

Although the letter, delivered by hand by 'a boy' is undated, it would be some time from Greene's arrival at Fort Victoria in mid-May 1893, to Wilson's departure that October, at the

head of the Victoria Column, part of the punitive expedition against Lobengula—a window of only five months. This would have been one of his last letters before his death at Shangani on December 4, 1893.

After explaining the profound significance of the letter to Rhodesia's history, I persuaded Mrs Turner to donate the letter to the Rhodesian Services Association Museum. This last week, Hugh Bomford and I successfully had this invaluable and irreplaceable document couriered from the UK to him.

As Life Member of the Rhodesian Services Association, it was indeed a privilege and delight for me to have procured this precious piece of history on behalf of all in the Rhodesian diaspora. It is now where it belongs. This is YOUR Association, please give it your full support so that we can continue to preserve our history for future generations."

This is a transcript of the letter:

*Dear Mr Green,*

*I now enclose a copy of the pay sheet for last month which will account for the difference in the time pay sheet handed to you. You will also find list of tools re [?] on the mine.*

*The only other items I find to be charged in the meantime are:*

*5 Bundles fuse*

*1 Wheel barrow*

*2 Lanterns*

*I send you herewith copy of the companys account for April certified by me as correct amounting to £38-5-8 which has also to be charged.*

*Will you kindly send me the copies of accounts as soon as possible - a boy is staying behind to bring on my post.*

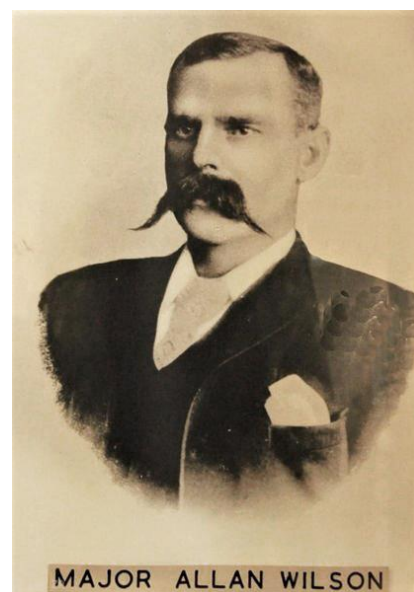
*Wishing you all luck*

*I am yours sincerely*

*Allan Wilson*

Our Curator is considering what display he will create to tell the story of this very valuable piece of early Rhodesian history, and how the letter can be best preserved.

~ Hugh Bomford



Dear Mr. [unclear]

I now enclose a copy of the  
pay sheet for last month which will account  
for the difference in the <sup>pay</sup> sheet handed to  
you. You will also find list of tools &  
on the unit.

The only other items I find to be charged  
in the account are.

5 Bundles fuel.

1 Wheel barrow

2 lanterns.

I send you herewith copy of the company  
account for April certified by me as correct  
amounting to £ 38 5 8 which has also  
to be charged.

Will you kindly send me the copies  
of accounts as soon as possible - a boy  
is staying behind to bring on my post.

Wishing you all luck

I am yours sincerely

Allen [unclear]

## THE CQ STORE

In the last issue of *The Sentinel*, we reported on the expansion of our Rhodie Wear Rhodesian brushstroke camouflage pattern goods. We are now manufacturing camo shirts, shorts, longs, hats, caps, ties, face masks, watch covers and scrunchie hair ties, as well as reproduction PT shorts and Rhodesian Green blazers. Currently, our tailor is looking at reproducing combat

jackets. Except for the base material, which is imported, all the printing and fabricating is done in New Zealand.

We have re-designed our website to best display the various products – please use this link to access the Rhodie Wear portal page: <https://www.rhodesianservices.org/rhodie-wear.htm>

We have also expanded the range of tea/coffee mugs that we stock. Our Flame Lily and Rhodesian Bank Note mugs are proving popular, as well as our Air Force and Operational Area mugs. You can see what we have in this line and more through this link:

<https://www.rhodesianservices.org/assorted.htm>

If you have a question or would like to place an order please email: [thecqstore@rhodesianservices.org](mailto:thecqstore@rhodesianservices.org)

We always aim to stock quality products which we source, as far as possible, here in New Zealand. Profits from all CQ Store purchases go back into preserving Rhodesian history through The Lion and Tusk Museum and the Rhodesian Forces Archives Project.



Original and reproduction placed side by side for comparison.



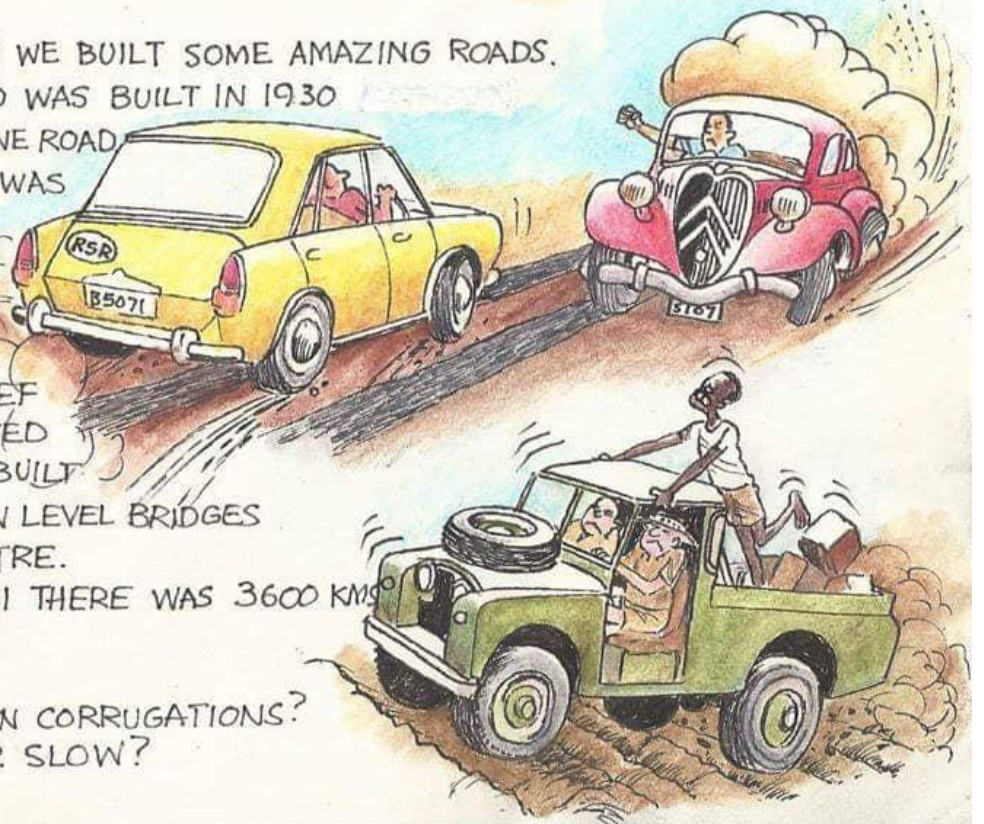
# Rhodesian Roads

**I**N 90 YEARS WE BUILT SOME AMAZING ROADS. THE FIRST STRIP ROAD WAS BUILT IN 1930 ON THE GWELO/SELUKWE ROAD MADE OF CONCRETE IT WAS TOO EXPENSIVE IN 1931 DURING THE DEPRESSION THE GOVT. STARTED THE UNEMPLOYMENT RELIEF SCHEME. THEY EMPLOYED EUROPEAN MEN WHO BUILT STRIP ROADS AND LOW LEVEL BRIDGES AT \$375<sup>00</sup> A KILOMETRE.

**A**T THE END OF WWII THERE WAS 3600 KMS OF STRIP ROADS.

HOW DID YOU DRIVE ON CORRUGATIONS?  
DID YOU GO FAST OR SLOW?

VIC Mackenzie 2014.



This newsletter is compiled by Jackie Jackson for the Rhodesian Services Association, [jackie@rhodesianservices.org](mailto:jackie@rhodesianservices.org)

***The views and comments expressed may not reflect those of the Association or its Committee.***

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Postal: PO Box 13003, Tauranga 3141, New Zealand

Physical: Unit 10, 14 Portside Drive, Mount Maunganui, New Zealand

Web: [www.rhodesianservices.org](http://www.rhodesianservices.org) and [www.thelionandtusk.org](http://www.thelionandtusk.org)