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Driver Training - Gruppi

Jan. - Mar. 1945

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allSUBJECT: D. & M. School - Training Programs.

To: B.L.U., R.T.C., I.C.F.

Ref: ST/1/40

19 March 1945.

To: B.L.U.,
R.T.C., I.C.F.

1. Herewith for information, copy of proposed training programme for the concentrated two weeks' course now in progress at the D. & M. School, R.T.C., I.C.F., together with programme of daily details.
2. This syllabus will form the basis of the longer 4 weeks' courses, the first of which is to start on 8 April 1945.

EXA/ah.

Copy to:

A.D.S.T.,
(Land Forces Sub Comm. AC (MMA))Major R.A.S.C.
D.A.D.S.T.1600/20
"S & T. MMIA.

Recd 20 March

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DRIVERS SCHOOL.
1st Course.

Theoretical - Practical Programme.

Considering the eminently practical scope of the Course and its shortness (15 days), in the first Course, only students who have had previous knowledge of Motor driving will be admitted. The instruction will be of an intensive character :-

The students will be instructed in the following points :-

1st Day: Four-stroke Engines.

Explanation of their working. Principal parts of engine.

Valve Gear: Side valves, overhead valves, grinding of valves and tappet adjustment.

Silencer. Inspection of inlet and exhaust pipes and flanges.

Maintenance of vehicles according to the British system - -
1st Task - Engine.

2nd Day: Carburation and carburettors. Cleaning of filters and pipes, and adjustments.

Lubrication and lubricants. Lubricating pressure systems, cleaning of filters and pipes.

Cooling. Water and air. Radiator - internal and external cleaning.
Maintenance of brackets, adjustment of fan belt.

Tasks. Maintenance of vehicles according to the British system - -
No.2 - Lubricating system of the engine.

3rd Day: Ignition. Distributor - cleaning and adjustment of points. Cleaning sparking plugs. Inspection of coil.

Tasks. Maintenance of vehicles according to the British system - -
No.3 - Cooling system.

4th Day: Transmission system. Clutch, multiple and single disc. Change of speeds - three or four gears.

Tasks. Maintenance of vehicles according to the British system - -
No.4 - Fuel system.

5th Day: Gears, Axles and Differential. Transmission - two and four wheeled transmission.

Tasks. Maintenance of vehicles according to the British system - -
No.5 - Carburettor and controls.

6th Day: Braking system. Mechanical and hydraulic. Methods of using brakes.
Brakes on tows. Adjustment of brakes.

tappet adjustment.

Silencer. Inspection of inlet and exhaust pipes and flanges.

Maintenance of vehicles according to the British system --

1st Task - Engine.

2nd Day:

Carburation and carburettors. Cleaning of filters and pipes, and adjustments.

Lubrication and lubricants. Lubricating pressure systems, cleaning of filters and pipes.

Cooling. Water and air. Radiator - internal and external cleaning. Maintenance of brackets, adjustment of fan belt.

Tasks. Maintenance of vehicles according to the British system --
No. 2 - Lubricating system of the engine.

3rd Day:

Ignition. Distributor - cleaning and adjustment of points. Cleaning sparking plugs. Inspection of coil.

Tasks. Maintenance of vehicles according to the British system --
No. 3 - Cooling system.

4th Day:

Transmission system. Clutch, multiple and single disc. Change of speeds - three or four gears.

Tasks. Maintenance of vehicles according to the British system --
No. 4 - Fuel system.

5th Day:

Gears, Axles and Differential. Transmission - two and four wheeled transmission.

Tasks. Maintenance of vehicles according to the British system -- 3106
No. 5 - Carburettor and controls.

6th Day:

Braking system. Mechanical and hydraulic. Methods of using brakes. Brakes on tongs. Adjustment of brakes.

Tasks. Maintenance of vehicles according to the British system --
No. 6 - High tension leads.

7th Day:

Electric Installation. Explanation and lay-out. Dynamo - starter motor - batteries - ~~manoeuvring frames~~ ^{switch board} - replacement of fuses and lamps.

Tasks. Maintenance of vehicles according to the British system --
No. 7 - Ignition system.

- 2 -

8th Day: Suspension. Hydraulic and mechanical shock absorbers. Assembly of springs and shackles.

Tyres and wheels. Assembling, removal, pressure control and maintenance. Cleaning of wheels, rim grooves and hoops.

Tasks. Maintenance of vehicles according to the British system --

No.8 - Steering.

No.9 - Charging system.

C.I.

9th Day: Particulars of engines.

General characteristics and differences from I.C. engines - descriptions of two stroke and four stroke engines.

Tasks. Maintenance of vehicles according to the British system --

No.10 - Inspection and adjustments with the engine running.

No.11 - Clutch and Gear Box.

10th Day: Coachwork. Maintenance and cleanliness. Explanation of how to diagnose common breakages and possible repairs by driver.

Tasks. Maintenance of vehicles according to the British system --

No.12 - Transmission. Axles, shafts and couplings.

11th Day: Tasks. Maintenance of vehicles according to the British system --

No.13 Suspension.

Work Tickets. Discipline on the road. Movement rules. General rules. Special Instructions for military vehicles. Road accidents. Supply system of motor spirit and lubricants.

12th Day: Tasks: Maintenance of vehicles according to the British system --

No.14 - Frame and bodywork.

No.15 - Brakes.

Convoy control, convoy platoon commanders duties, driver's personal duties - signals - air attacks - defence - anti-gas defence. Camouflage.

13th Day: Tasks. Maintenance of vehicles according to the British system --

No.16 - Tyres and tools.

Precautions to be adopted when under zero temperatures. Anti-skidding means. Troop transporting convoys - load transporting convoys - Particular rules when carrying ammunition, explosives and inflammables. Road classes. Traffic control. Organisation of inspection and repair of vehicles.

14th Day: Convoy Movement exercise - day time.

15th Day: Convoy movement practice at night time.

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Should the course be longer, the fourteen daily lessons to be divided

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General characteristics and differences from I.C. engines - descriptions of two stroke and four stroke engines.

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14th Day: Convoy Movement exercise - day time.

15th Day: Convoy movement practice at night time.

Should the course be longer, the fourteen daily lessons to be divided and while practicing convoy movements it will be possible to have four columns instead of two.

DRIVING INSTRUCTIONS.

The rules laid down in the pamphlet "Rules for driving a vehicle" (Italian), will be observed during driving instruction.

The instruction will be carried out on the following routes :-

For Lessons 1, 2, and 3.

Route No. 1 Road
CESANO Station - CESANO/Junction (new junction) - VIA CLAUDIA -
Anguillara Road Junction - ANGUILLARA Station, and back.
(Ref: Map Sheet No. 17, 1/200,000).

For Lessons 4, 5, and 6.

Route No. 2
CESANO - Via CASALE - PISCIA CAVALLO - CASA DEL GROSSO -
MADONIA DI BRACCIANO - VIA CLAUDIA - CESANO Road Junction -
CESANO Station.

For Lessons 7, 8, 9, 10, 11, 12, and 13.

Route No. 3
CESANO Station - Via CLAUDIA - BRACCIANO - VIGNA GRANDE -
VICARELLO - TRIVIGNANO REGGIO - CECITA DEL FIMARO - VIA CASALE -
BRACCANO - CESANO Road Junction - CESANO Station.

Night Convoy exercise takes place on Route No. 3.

Route for Day Convoy exercise is :-

CESANO Station - Via CLAUDIA - BRACCANO - MARZANA -
MADONIA DEL SOCCORSO - ROTA - TOLFA - ALBERO - CASA S. LUIGIA -
CIVITAVECCHIA - S. MARINELLA - S. SEVERO - VACCINA - CERVINERETI
- BRACCANO - Via CLAUDIA - CESANO Road Junction - CESANO Station.

During this exercise meals will be eaten in the field.

The possibility of re-fuelling the convoy during the journey is
being studied.

E.Q. 'PICENO' DIVISION.

REINFORCEMENT TRAINING CENTRE. D & M SCHOOL.

Daily Details as from

March 1945.

<u>Daily Detail (Work days).</u>	<u>Time.</u>	<u>Daily Detail (Sundays)</u>	<u>Time.</u>
Reveille.	0630 hrs.	Reveille.	0700 hrs.
Interior Economy & issue of coffee.	0630 - 0700 hrs.	Interior Economy & issue of coffee.	0730 - 0830 hrs.
<u>Morning Training.</u>			
Drill and P.T.	0700 - 0730 hrs.	At Commanding Officer's disposal.	0830 - 1000 hrs.
<u>Training.</u>		Sick Parade.	0800 hrs.
1st Platoon. Technical - Theoretical - Practical Instruction.	0730 - 1100 hrs.		
2nd Platoon. Driving Instruction.	0730 - 1100 hrs. 0800 hrs.		
Sick Parade.			
Dinners.	1100 hrs.	Dinners.	1100 hrs.
<u>Afternoon Training.</u>		Free Pass (Half day).	1130 hrs.
2nd Platoon. Technical - Theoretical - Practical instruction.	1230 - 1630 hrs.	Roll Call.	1400 hrs.
1st Platoon. Driving Instruction.	1230 - 1630 hrs.	Suppers.	1700 hrs.
		Free Pass.	1800 hrs.
		First Post.	2000 hrs.
		Last Post.	2100 hrs.
Suppers.	1700 hrs.		
Free Pass.	1700 hrs.		
Guard Mounting.	1800 hrs.		
First Post.	2000 hrs.		
Last Post.	2100 hrs.		

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Reveille.	0630 hrs.	Reveille.	0700 hrs.
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2nd Platoon. Driving Instruction.	0730 - 1100 hrs. 0800 hrs.		
Sick Parade.	1100 hrs.	Dinners.	1100 hrs.
Dinners.		Free Pass (Half day).	1130 hrs.
<u>Afternoon Training.</u>		Roll Call.	1400 hrs.
2nd Platoon. Technical - Theoretical - Practical instruction.	1230 - 1630 hrs.	Suppers.	1700 hrs.
1st Platoon. Driving Instruction.	1230 - 1630 hrs.	Free Pass.	1800 hrs.
Suppers.	1700 hrs.	First Post.	2000 hrs.
Free Pass.	1700 hrs.	Last Post.	2100 hrs.
Guard Mounting.	1800 hrs.		
First Post.	2000 hrs.		
Last Post.	2100 hrs.		

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Every Saturday afternoon will be free for Interior Economy, Special Parades and washing of clothes and personal belongings.

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LINK V LRAE 8096

QV 1

FROM 50

ELU

TO MMIA

INFO AFHQ FOR ST FOR EARNFIELD

GR --- BT

GS 630 . CONFIDENTIAL

REF YOUR ST 1023 UNDATED

ALL RASC PERSONNEL RETURNED TO UNITS

ZZ EXCEPT LIEUT THOROWGOOD 596 COY RASC

(GHQ CAX) RETAINED AUTHORITY AFHQ

CR/2302/G1 (BX)

DATED 22 DEC 44

BT

SENT 2255 ENG E 3 ((

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APRS FOR ST/1096

SE 1023

RESTRICTED

PLEASE NOTIFY LATEST POSITION REFERENCE RACE DRIVER
 TRAINING PERSONNEL FORMALLY ON LOAN TO YOU (.) YOUR
 SIGNAL AG/445 OF 4 DEC. 44 REQUESTED (.) PLEASE STATE
 DATES ON WHICH PERSONNEL RETURNED TO UNITS AND/ OR
 ANY PERSONNEL STILL WITH YOU.

3101

Special
 Section.

ROUTINE

McPherson
 Taylor

Lt. Col.

fm

7-10-44

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TRAINING

ST/1091

Subject: - To train 600 drivers a month.Factors

- (a) Length of course 30 days
- 1 Day assembling
4 Days Sundays
24 Days working
1 Day dispersing
30
- (b) Working days 24 of 8 hours each
- 8 - 12 A.M.
1 - 5 P.M.
- (c) 300 Maintenance in A.M. 300 Driving in P.M.
300 Driving in A.M. 300 Maintenance in P.M.
- (d) 4 Students per driving instructional vehicle
- ∴ 75 instructional vehicles + 5 spare vehicles = 80 vehicles
- AND 75 Driver instructors.
- (e) Divide 300 maintenance instruction students into
- 150 doing maintenance on vehicles
- 150 doing diagnostic and lecture instruction.
- (f) 10 students per vehicle
- ∴ 15 maintenance instruction vehicles (could be crotch)
- AND 15 maintenance instructors.
- (g) 30 students per class
- ∴ 5 maintenance class instructors.

Summary.

95 vehicles required.
75 Driver instructors.
20 Maintenance instructors.

to which must be added HQ and administrative staff for the school e.g.

Commandant
Admin Officer

Lt. Col.
Captain

1
1

Contingent of 150

310

8 - 12 A.M.
1 - 5 P.M.

- (c) 300 Maintenance in A.M. 300 Driving in P.M.
300 Driving in A.M. 300 Maintenance in P.M.
- (d) 4 Students per driving instructional vehicle
.. 75 instructional vehicles + 5 spare vehicles = 80 vehicles
- AND
75 Driver instructors.
- (e) Divide 300 maintenance instruction students into
150 doing maintenance on vehicles
150 doing diagrammatic and lecture instruction.
- (f) 10 students per vehicle
.. 15 maintenance instruction vehicles (could be crocks)

AND
15 maintenance instructors.

- (g) 30 students per class
.. 5 maintenance class instructors.

Summary.

95 vehicles required.
75 Driver instructors.
20 Maintenance instructors.
to which must be added HQ and administrative staff for the school e.g.

Commandant	Lt. Col.	1
Admin Officer	Captain	1
Company Officers	Captains or Lieuts	4 (4 Coys of 150 students each).
C.S.M. (Maresciallo)		1
C.Q.M.S. (Furiere)		1
Privates for duty as:-		
Batmen		4
Cooks		12 (1 for Officers
Clerks		6 (2 for Mess)
		HQ 1 for each Company)
Police		6
Mechanics		4
General Dutymen		20
Total all ranks		<u>60</u>

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The foregoing theoretical plan can be practically implemented by securing the attention of an existing Italian G.T. Company complete, to act as a Driving School.

- a. Advantages are that HQ, Administrative Staff, driver instructors and vehicles already exist on a properly formed basis, therefore the turnover to driver training can be expected very rapidly.
- b. The G.T. Coy would need to be given additional cooks, but this should not present any difficulty. (Civilians could be used).
- c. The accommodation problem is more acute. It can be solved by turning instructional vehicles into caravans at night each housing four students. This is not an entirely satisfactory solution, but tentage and covered accommodation for the numbers involved will be most difficult to find. Extra blankets and possibly straw for the vehicle floors should be considered.

Assuming the above, the plan can now be modified as follows :

Based on an availability of 100 vehicles at 4 students per vehicle, the G.T. Coy can accept 400 students for instruction at a time.

If we abandon instruction in theory and concentrate solely upon teaching driving and the daily maintenance tasks, we can turn out 400 drivers a fortnight, stepping up the output from 600 a month to 800, and gaining an additional advantage in "feeding in" drivers to the groups at shorter intervals.

The general scheme would therefore be :-

- a. To allot 4 students to each vehicle, with its driver as instructor, to form a student team which will drive and live in the vehicle the whole time..
- b. Driving circuits will be laid down and patrolled for supervision.
- c. Students will leave at 0800 hrs daily, taking a midday road ration with them and will return to the Company at 1600 hrs.
- d. This will give at least 7 hours actual driving, allowing 1 hour for a midday rest and meal halt, or 14 hours for each student.
- e. Assuming 12 working days in two weeks course each student will receive 21 hours driving instruction.
- f. From 1600 hrs to 1700 hrs students will carry out the daily maintenance task on the vehicles, under supervision of the driver and Section WCOs. More than one task can be done each day in order to speed the turnaround and practice all students in all the tasks.
- g. This will give each student 12 hours practical maintenance instruction and should teach the 16 task system satisfactorily.
- h. With fixed training circuits, students should be encouraged to start out before 0800 hrs daily, in order to increase the number of driving hours.

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