

PROFILE

THE

Casino Truck Show this year really scored some excellent

exhibits from a wide range of operators and, in particular, the heavy haulage and tow and recovery operators.

It's always nice to come away from an event such as Casino with a prize tucked into the glovebox, and, for North Coast Heavy Towing, the company was able to celebrate twice, having won the first and second place awards for displaying the *Best Freightliner* of the day.

North Coast Heavy Towing was founded by Scott Waites, and, with 34 years of experience in the towing and recovery business, he has built up his company to portray an immaculate presentation wherever you see his trucks on the road.

Based in Woolgoolga, near Coffs Harbour, Scott found this area on the Mid North Coast section of the Pacific Highway to be ideal, with Sydney 550 km to the south and Brisbane some 400 km to the north.

"Originally, I trained as an apprentice panel beater, but moved to vehicle towing and recovery while living in Sydney," said Scott.

"I founded the company with one W-model Kenworth, and we have built it up from there to where we are today, with brand new equipment such as the Freightliner Coronado on display at Casino.

"We are particularly proud of this unit, which is rated at 140 tonnes and was actually on display at the Brisbane Truck

Show earlier this year. So far, it has been displayed in three other truck shows and has won around a dozen trophies.

"Fitted with an EKEBOL 100 tonnes rated underlift towing equipment, it is specifically suited for heavy recovery. Power comes from a 15-litre, DD15 engine rated at 560 hp, and it features an 18-speed Eaton transmission with 52,000 lb rated rear axles.

"The new Freightliner Coronado is one of a wide range of equipment we operate, such as a Freightliner Argosy powered by a Series 60 Detroit DDEC IV engine. This couples to a 48 ft. Super Tilt trailer built by CTE in Victoria.

"Our Freightliner Century Class is also powered by a Series 60 Detroit Diesel and pulls a low loader and extendable trailer. The Tow Truck registered prime movers are utilised for towing damaged, disabled and defected trailers as well as assisting our customers to continue their freight to its intended destination.

"We also have a Mack Ultra-liner powered by a 610 hp Mack V8 engine with a 12-speed Mack transmission and a four-speed Spicer Joey 'box that is bodied as an underlift unit.

"Moving further down the weight scale we also have a variety of units bodied with tilt trays such as 8x4 Volvo, an Isuzu bogie drive 6x4, a Mack Midlum single drive, a Hino 6x2 and a Hino 4x2.

"Predominantly, we specialise in heavy towing and accident recovery, and to that end we are constantly adding equipment to handle load clean ups, trans-shipping fuel recovery ground remediation, etc.

"It's a relatively small industry where everyone knows each other, but it functions very well in the heavy transport industry. Experience really does come from on the job training and we are very fortunate in the skills and knowledge of our recovery team.

"Presentation is a reflection on us and displays also our attitude to our customers. We like the Freightliner product and the way the interiors are fitted out to benefit the drivers.

"In this industry we are constantly striving to have the right vehicle for a specific application. As vehicle combinations become more complex, have higher weights or longer dimensions, it means the recovery and towing industry has to be able to move forwards to match the new challenges.

"We do find that legislation changes usually affect the on-highway operators faster than we are able to gain benefits in order to change the specification of our vehicles to cope with these new challenges. It makes it difficult for our profession to always have the perfect vehicle.

"An example of this is the need to be able to operate recovery vehicles with longer wheelbases that in turn establish safer and more efficient towing stability. That degree of change sometimes takes a lot longer to organise through the legislation, but it is the key to our industry being able to keep pace with the latest developments in the transport sector," said Scott.

Whatever the company does to maintain its competitiveness, it is obvious that its management team has managed to maintain its sense of humour, as a quick check of the company website will illustrate.

As well as claiming to be able to handle all on-road and off-road eventualities, the website states that the company is a complete specialised recovery, towing and transport service able to handle jobs that vary from "quite small loads to quite big loads", "harvesters to helicopters", and finally, "wheelchairs to weird stuff".

If the company presentation is anything to go by, North Coast Heavy Towing is destined for a strong future. 



CAPTION HERE



THE CHAINS THAT BIND

HAVING THE RIGHT EQUIPMENT IS NOT A PROBLEM FOR NORTH COAST HEAVY TOWING