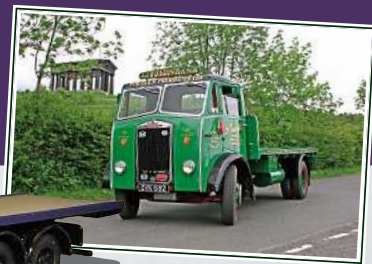


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No.300 December 2014

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# Another anniversary!

**W**elcome to the 300th issue of *Heritage Commercials*. It only seems like five minutes since I was writing the editorial for the 250th issue, but unbelievably that was way back in the October 2010 edition. Just where does the time go?

A lot has changed since the first issue, so here's a quick recap. The magazine started as a bi-monthly back in the late 1980s as *The Vintage Commercial Vehicle Magazine* and featured lorries, vans, buses, pick-ups and commercial road steam vehicles.

Our publishing company, Mortons, bought the title in the early 2000s and decided to change the magazine's name to *Heritage Commercials* at issue number 145 in January 2002.

Since then *HC* has become more specialised, featuring just goods vehicles, be they light or heavy. This is mainly down to the fact that there are quite a few magazines on the market about buses but very few on classic goods vehicles.

Changing the subject, there was one feature in this issue that really caught my eye – the Buy Now, Enjoy Later article on page 70, and when I read it, I couldn't help but think why don't more people do that?

Basically, the feature tells the story of Graham Bellman who bought an old Volvo F10 back in 2000 for the princely sum of just £1000. Many thought he'd gone mad – but they don't now. The lorry has never needed a full restoration, and as an investment it's

certainly got to have outperformed the high street banks for returns. It's also a lot more enjoyable to own than an ISA.

I hate to talk about classics as investments, but there's no denying the fact that if you choose the right vehicle and look after it you can make a few bob in the long term. I remember having this argument with a mate back in the late 1990s. His brother had spent £5000 restoring an old van, but it was only valued back then at £3000 – and my mate thought he was an idiot for 'wasting' so much money. However, his brother held on to the van and recently sold it for more than £12,000. Who's the idiot now?

So, if you fancy owning a classic, instead of looking for a derelict vehicle that may take years to restore, why not have a look at the small ads to see what usable vehicles are out there for sale cheap. Buy wisely, enjoy driving it and tidy it up over the years. You could be very glad you did.

Stephen

STEPHEN PULLEN  
spullen@mortons.co.uk



Graham Bellman bought this Volvo back in 2000 for just £1000. What would you buy? **PHOTO BOB TUCK.**



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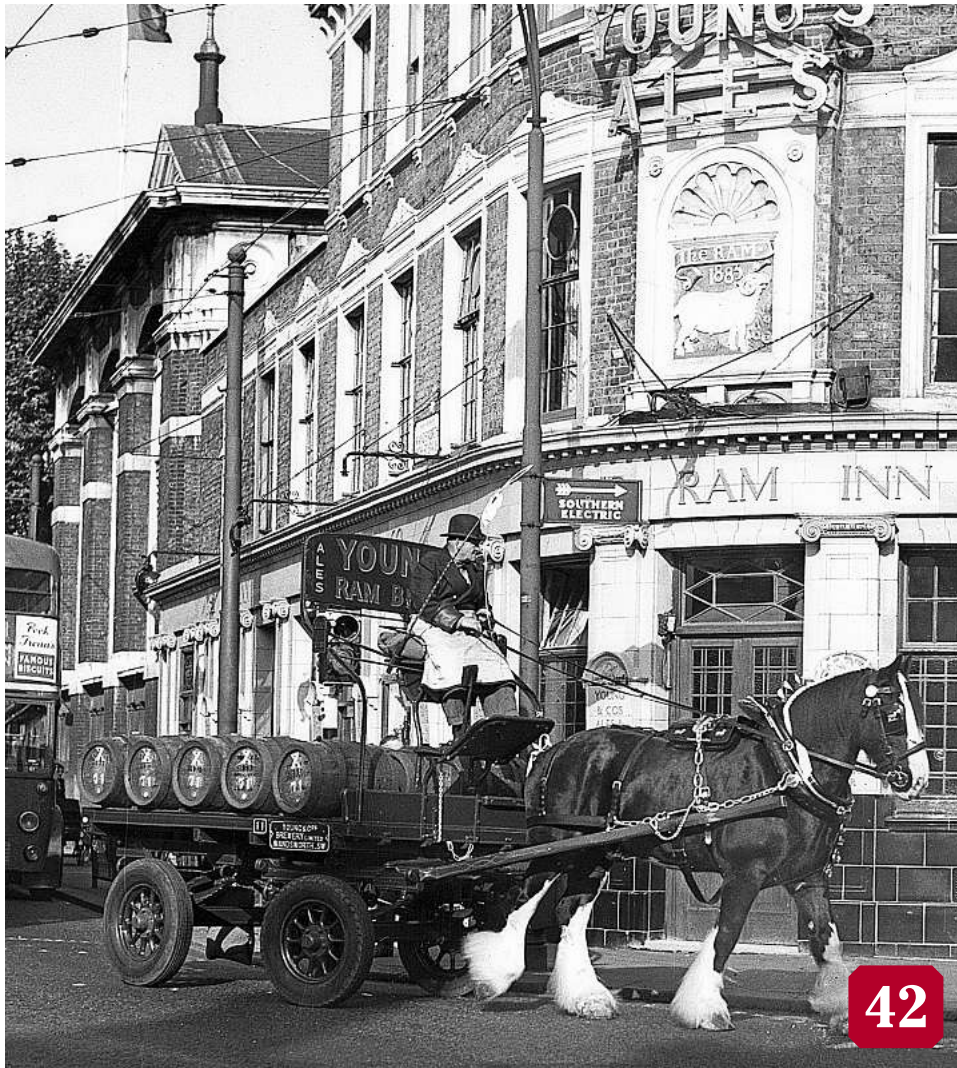
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Jim Smith from the town of Cumnock owns one of the finest private collections of old fire appliances in Scotland. Bob Weir went to Ayrshire to pay him a visit.







## INCORPORATING CLASSIC TRUCK



**Subscribe**  
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 to your door **PAGE 26**

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Bob Tuck finds a major attraction on America's Route 66 – and it's not a commercial.





# Ignition



## Thank You to Sandycliffe Commercials

DAVID HALL of Vintage Lorry Funerals would like to thank Sandycliffe Commercials for its assistance during a funeral in Stapleford, on the west side of Nottingham.

The funeral director had no appropriate facility to store the 1950 Leyland Beaver overnight. When operating in the Nottingham area, Vintage Lorry Funerals normally bases the vehicle with County Truck Services on Colwick Industrial Estate, a commercial garage whose owner, Ian Patrick, is interested in old vehicles and has 1946 and 1951 Atkinsons of his own. However, the early morning traffic situation,

which can cause gridlock on the A52, meant David had to find a facility on the west side of the city.

Detailed internet research highlighted that Sandycliffe Commercials had a secure yard with a large canopy to protect vans for sale.

Sandycliffe Ford is a very large company and it wasn't easy to find someone who could sanction temporary parking of the vintage vehicle. A senior secretary telephoned to say that parking was permitted, but space under the canopy would be hard to find and that David should report to Sean McGee on his arrival.

When the 1950 Leyland Beaver trundled into the Sandycliffe yard, David noticed that over 50% of the space under the canopy had been cleared and Sean McGee directed him to park 10ft in from the edge to avoid the rain that was forecast that night.

David Hall is indebted to Sean McGee and the Sandycliffe Commercials team because without their help the funeral of a local man would not have gone so well.

Anyone who needs more information about the 1950 Leyland Beaver should ring David Hall on 01225 865346 or visit [www.vintagelorryfunerals.co.uk](http://www.vintagelorryfunerals.co.uk)

## Gwyn Dancy

WE REGRET to announce that Gwyn Dancy of Weymouth has died.

The Dorset Classic Vehicle Club membership secretary will be remembered with her green half ton Morris van for appearing at the Shetland Show, Tyne Tees, Cheshire run, Llandudno show and various runs organised by Jim Doig and the late Jim Beresford, and many CTP and BPPC local shows/events. Her last long run was to the Suffolk Punch Rally and also to locate a relation of the first owner of her van.

Her funeral was well attended and classic vehicles from all the local clubs formed a car show at the Marquis of Granby in her honour.

The van will be kept by myself and taken to local events.

John Dancy



Gwyn taking part in the Cheshire Run back in 2011. Photo Gyles Carpenter.



# News from the Scammell Register

THE SCAMMELL Register attended the Malpas Yesteryear Rally on September 6-7 and the Scammell Meet on the Green at Croxley on September 13-14, to coincide with the annual visit of Carters Steam Fair with its fleet of Scammell Showman's vehicles, writes John Fadelle.

At Malpas, Parry Davis brought his Scarab Highwayman and military Crusader recovery vehicle, and several other Scammells were on view including Tom Riding's superb 1939 Rigid-Eight.

The Register's exhibition lorry was in use at Croxley, and was visited by a number of old Scammell employees. The now-traditional procession to the site of the Scammell works at Tolpits Lane, Watford, was this year headed by Julian Parker's much-modified working Explorer. A local group is trying to gain listed status for the famous 'blue railings' - visible to the right of the Explorer - as these are all that remain of the factory which stood behind them from 1922 to 1988.



The Scammell Register's exhibition lorry at Croxley.



The Scammell Register procession at Tolpits Lane, Watford, on September 14, 2014.



Parry Davis' fleet on display at the Malpas Yesteryear Rally.



Tom Riding's superb 1939 Rigid-Eight.

# Sealey's winter promotion

TOOL AND equipment supplier Sealey has announced its winter promotion with up to 60% off the list price of over 500 products. Items on offer include great deals on vehicle starters, battery chargers, heaters, generators and lighting, and water pumps. There's also a wide variety of vehicle maintenance and servicing equipment, car covers, breakdown kits and even snow shovels. Also on offer are a great range of garage and workshop heaters.

The Sealey winter promotion will run until February 28, 2015. Copies of the promotion catalogue are available from your local stockist or you can order or view online at [www.sealey.co.uk](http://www.sealey.co.uk) Download the FREE Sealey app for your smart phone or tablet, where all current promotions and the full catalogue can be viewed.



# Changes to tachograph rules

IT HAS been announced that as of March 2, 2015, some vehicles will no longer have to be fitted with tachographs and their drivers will not have to comply with European driver's hours rules. Instead they will have to comply with domestic British rules.

The new ruling will increase the distance for tachograph exemption from 50km to 100km from the operator's base for certain operations. This will include vehicles up to 7.5 tonnes used to carry materials, equipment or machinery for the driver's use in the course of his work, and when driving the vehicle is not the driver's main activity.

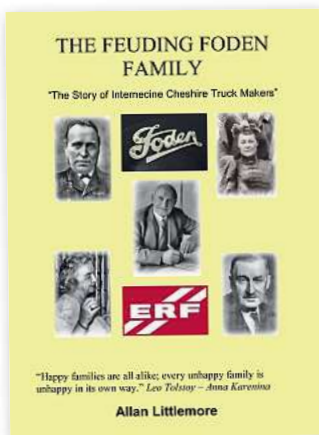
# New book announced

A NEW book entitled The Feuding Foden Family has been published by The Foden Society with the intention of telling the story of why two parts of the same family, Foden and ERF, decided to build their own vehicles in the same market town in Cheshire.

The 90-page book, with over 80 photographs, explodes quite a few myths and reveals plotting wives, infighting and plagiarism.

The author is well placed to tell this story, having been a senior executive at Fodens Ltd for 30 years, and also having previously researched and written 60 Years On, The Story of ERF.

This book can be purchased direct from the author for £10.95 (£10 to Foden Society members) plus £2 p&p, cheques made payable to Allan Littlemore, 6 Offley Avenue, Sandbach CW11 1AZ or phone 01270 763906 for more details.



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# Ouse Valley Group's 38th Working Vintage Rally

ALTHOUGH there was some slight rain early in the morning on the Saturday, after that the weather was dry and fine over the rest of the weekend for the 38th Working Vintage Rally organised by the Ouse Valley Group of the National Vintage Tractor & Engine Club.

It was held at St Judes Farm, Haynes, Bedfordshire, by kind permission of the Simms family, writes Donald Bowler.

Special theme of the working rally was wartime vehicles; it was pleasing to see how visitors and exhibitors had joined into the spirit of the event.

Biggest commercial by far was the Leyland Martian 6x4 The Animal JSU 213 used for heavy recovery work by Buckdale Recovery in the 1970s and now owned by Mat Allman of Marston Moretaine. The Martian could be had as a 6x4 or 6x6; there was a choice of engines, which included the type Leyland Lion type 0.600 diesel, a 9785cc straight-six diesel of 121.92 bore x 139.70 stroke with a compression ratio of 15.5 giving 140hp and 438lb-ft of torque, and a 6516cc 197hp straight-eight B81 Rolls-Royce petrol engine.

It may be a military vehicle but it is so unusual that it merits mention here, and that was Zbig Kolacz of Luton's ex-Russian 1972 Zil 131 6x6 radio truck. Zbig and his wife came over from Poland many years ago, and I had assumed they got the Zil as a political statement, but it just appealed to them on a technical level. It is powered by a six-litre V8



Zbig Kolacz's unusual petrol engined 1972 6x6 Zil 131 Radio Truck.



Mat Allman's ex Buckdale Recovery Leyland Martian The Animal.



Charles Roads' Gardner 6LYT 320 engined 1987 ERF 16 that Peter Lewis of Fenstanton used for bringing Ian Fordham's 1936 three-speed 35hp Lanz D8500 Model N tractor to the rally.

multi-fuel engine, though it needs at least 50% petrol. The engine does not have an oil filter, as it has a centrifugal engine oil filtering system, which is washed out with petrol and replaced. The UK registration number, 765559Z, was recently allocated by DVLA. To see a ZIL 131 working go to <http://tinyurl.com/ZIL131>. The factory was founded in 1916 as Avtomobilnoe Moskovskoe Obshchestvo (AMO), then it became Automotive Factory No 2 Zavod Imeni Stalina (ZIS or ZIS) and finally from 1956 it was known as Zavod imeni Likhacheva (ZIL), after its former director Ivan Alekseevich Likhachev.

The 1987 E16 ERF tractor unit with King Tri-axle step frame low-loader trailer wasn't an exhibit but had been used by Peter and Carol Lewis of Fenstanton to bring along Ian Fordham's 1936 three-speed 35hp Lanz D8500 Model N tractor with 1940s Ransomes cultivator. Registered E16 ERF, it is one of about only 200 made, most of which used Cummins engines but this one, along with about 20 others, has a Gardner 6LYT 320 driving through an Eaton Twin Split Gearbox. The ERF is owned by Charles Roads, who lets Peter Lewis use it nowadays. Peter drives a fuel tanker for his day job; he said how nice it is to drive the ERF where some skill is still needed with the gears, rather than having an automatic box. The E16 Series ERFs were the last to use a Gardner engine.

Another commercial that was earning its living was A & Miss E Burbury's 1944 AEC Matador Timber Tractor, HNM 435F; in the livery of TC Fensom & Son of Colmworth, it was paired with a low-loader trailer that had brought a Fordson Major along.

1959 Foden S20 Tipper XBT 569 was used by a market gardener in the North of England to take produce to market. It has covered only 51,000 miles and is now in the livery of its current owners, A&M Smith & Sons of Streatley, which was also showing its 1957 Scammell 15MU ballast tractor UYL 920, which was new to Union Cartage and used in the East End Docks and around the meat markets of London.

The 1966 Commer CC15, KXD 304D, tractor unit of Trevor Stringer from Flitwick has an interesting history. It was used from new by Chrysler UK at Dunstable for delivering cabs between Luton and Dunstable. It was then sold to a Mr Wiles of Wooton, Bedfordshire, who was a fitter for EH Lobb of Maulden, Beds, which had a large fleet of Commer. It was used on his farm from 1974 to about 1995. The current owner bought it two years ago and restored it to its original condition. The CC15 used the TS3 two stroke Diesel Opposed Piston Engine.

The Ouse Valley meets the second Thursday of the month at Wilstead Bowls Club, for more information see [www.ovtc.org.uk](http://www.ovtc.org.uk)



A & Miss E Burbury's 1944 AEC Matador Timber Tractor, HNM 435F, had brought a Fordson Major along.



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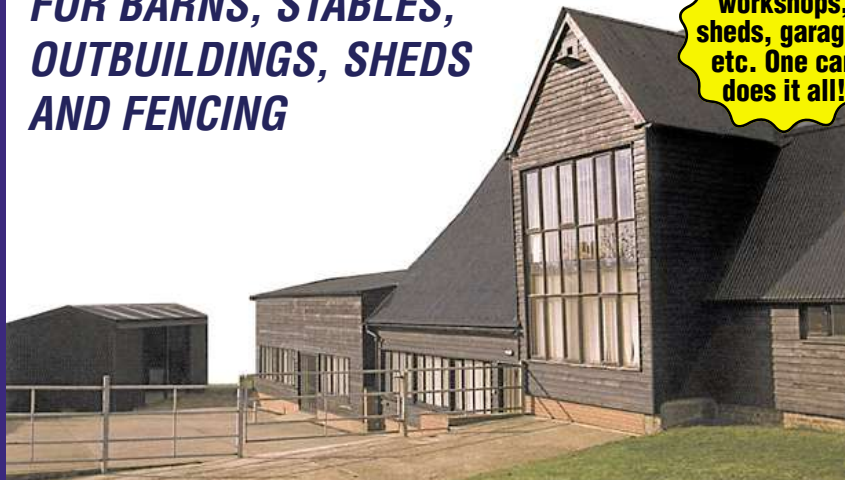
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# Working with Bedfords



Bedford training certificate from 1951.



On a course about the Bedford 28hp engine at Luton, with tutor Tom Writer.



As a regular reader of *HC I* thought I'd write in about my working life being involved with the overhaul, repair and servicing of military and civilian Bedford vehicles at the ex-main dealers Messrs GS Oscroft & Co Ltd of Nottingham.

I started at the age of 14 as a junior trainee in the Army Auxiliary Workshop (No. B16) Section, culminating in me becoming general service manager. It was by then under the Wallace Arnold (Leeds) Motor Group, which took control in mid-1976. I did, however, have a two-year period away when I did my National Service with the REME from July 1948 to 1950.

The Bedford marque at the time of my departure was in rapid decline, with production winding down at the Dunstable plant. However, during the 1950s, 60s and into the mid-1970s Bedford had established itself as the preferred make for most large outfits in the Nottinghamshire and Derbyshire areas. Operators included Raleigh Cycles, Boots

(Beeston), Pork Farms, Geo Dominic, Henson Transport, Skills Coaches, Bartons and the local authorities.

I purchased an 8cwt Bedford HA van in July 1969 for my family. I made several modifications to make it more 'car like'. These included a full-length Martin Walter roof headlining, panelled interior with door and dash wood strips and exterior chrome. I changed the cylinder head gasket to give a higher compression ratio so that the engine would operate on better octane petrol. A Burgess silencer was also fitted to give better performance.

However, the carburettor was subject to icing on the motorway occasionally, so I installed a diesel water trap into the fuel supply line and relocated the air cleaner inlet tube closer to the hot exhaust manifold, which cured the problem.

During the early 1950s we carried out numerous diesel conversions using Perkins P6 kits. These were fitted to O Model vehicles including ex-military types from the square to the later bullnose types.

Various tippers were also taken up to eight-ton capacity for open-cast coal cartage, with box-plated chassis, 20 leaf rear springs and 'Gaffer' body height boards. However, with their vacuum hydraulic braking systems, stopping when loaded was rather dodgy!

We did regular trips to the military sales at Ruddington to obtain ex-WD vehicles for us to convert, and this also gave us a source of track grip tyres to sell.

The very first TK short wheelbase vehicles were purchased by Be-Ro flour mills of Daybrook, Nottingham, which had previously operated O Models, before going to J Model bonneted box vans.

When vehicles fitted with 382cu in engines came up for change, we installed 466cu in short motors with DPA fuel pumps uprated to suit and open-drive alloy housings machined for twin seal installation.

When the legislation came in for the tachograph we became Veeder-Root agents and installed many units into Bedford TKs and KM's. However, they often suffered gearbox drive failures, as the units were cable driven from a gearbox output gear with plastic splines. Later ones had steel output gears.



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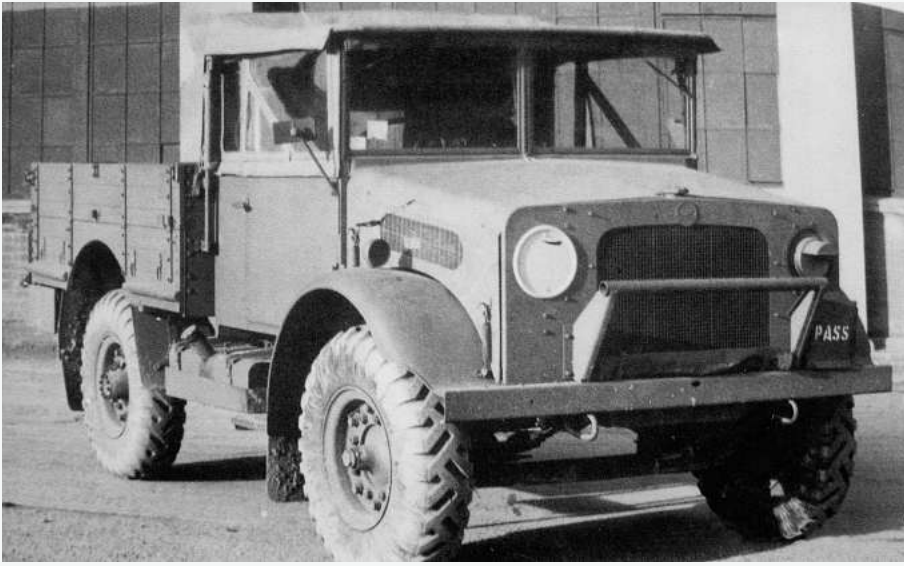


## Photo appeal

DURING THE 1970s I was employed by a company named Stewarts Ltd, a food wholesaler on the south coast with depots in Southampton, Brighton and Hastings. The company used Austin Morris seven-tonners, BMC Laird 13-tonners and then Bedford TKs (fleet numbers 101 to 169). The company was taken over by E Laxon of Coventry, and the south coast depot closed in 1981.

Do any readers have any photos of the vehicles used by this company?

Michael Colley  
Southampton



The first type of vehicle I worked on. It could be a flying machine if the Solex carburettor governor was reset!



Just some of the vehicle types I was involved with from 1944 until 1981.

The TL tilt-cab range was, I always considered, introduced too late, and never became popular in the Nottingham area. Likewise the TM heavy-duty range, especially those with the great sounding, but thirsty, Detroit two-strokes and complicated non-cam braking systems.

Following my departure from the Bedford dealership in 1981 I was taken on by a start-up Mercedes-Benz dealership in Derby. Here I was the service adviser and I remained there until my retirement in July 1995. However, my reason for changing from Bedford to Merc is definitely another story.

Norman J Cottam,  
Long Eaton, Derbyshire



My first HGV Class 1 licence.



Models of ex-Oscroft 1950s and 60s vehicles for general and factory parts collections.

Such memories are well deserving of this month's prize! – Ed

## Foden identified

I READ with interest the article in the November issue of *Heritage Commercials* concerning the restoration of Foden JLL 357P, in which the current owner has little information on the lorry's early history.

As clearly shown by the plate in the cab, it was supplied by the Peterborough Engineering Co, which was the Foden agent for the region including south Lincolnshire. The registration letters JL denote the Holland district of Lincolnshire, and the lorry was one of a number supplied new to Geest Transportation Ltd, of Spalding.

I have a photograph (not my copyright) of a sister vehicle – JLL 355P – which shows that the Geest livery was white with light-blue bumper bar and front wheel arches; the rear mudguards were black. The vehicle in the photograph carries the Geest fleet number 764T, and I have some notes, which suggest that Jamie Croff's vehicle might have had the fleet number 765T, although I have no photographic evidence of that.

Unfortunately, I do not know the date the vehicle was retired from the Geest fleet, or its subsequent movements before going into preservation.

Bill Taylor  
nr Boston

## Help the heroes with old tax discs

I'M HOPING readers might be able to help me. As of October 1, 2014, the paper tax disc has been stopped. I know a chap who will give me 50p for each old tax disc, which as I am an ex-serviceman, I am going to donate to the Help For Heroes fund. So please don't just throw your old disc away – send it to me!

PJ Sumpter  
52 Byron Gardens, Tilbury,  
Essex, PM18 8BD.





## More quarry lorries

After reading the letter 'Quarry lorries' on page 15 of the November 2014 issue of *HC*, I thought I would send you some pics of MAN dumpers we used to have from when my family was in road haulage. These MANs were used in OCCS around Ayrshire during the 1980s.

The Volvo N10 was a cancelled order for the Middle East and was built as a tractor unit before we bought it and used it as a dumper.

Also I am looking for some help. My dad has just bought a 1968 Albion Reiver RE33 on an F reg we are going to restore. We are looking for parts, especially a decent cab. If anyone can help please call us on 01848 200216, Mon-Fri 07.30am-6pm or Sat 8am-1pm and ask for John or Andrew, or email andywilson80@sky.com

Andrew Wilson  
Moniaive, Dumfriesshire



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**PAGE 24**

## DAF driving

I have enclosed a photo of a recovery truck I used to drive for Penfold Commercials, the main DAF dealer for the South East and Kent. We were one of the 12 original DAF dealers throughout England.

The vehicle was an ex-DAF demonstrator FT2600 tractor unit. It was purchased from DAF Trucks Marlow, and Dial Holmes lengthened the chassis. The body and lifting equipment was also supplied and fitted by them.

The DAF replaced an AEC Marshall AV505, which was okay for towing in Bedford TKs and KMs, but the DAFs were a bit too much for the old girl.

RW Francis, South London



## Help the youngsters

I AM writing with regard to the opening comments in the November 2014 issue.

I don't believe that the historical vehicle movement will die as such, as there will always be a core of enthusiasts of all ages to carry it on. However, we do seem to put obstacles in the way.

My son, who is almost 16 and will be leaving school next year, is looking for a career as a mechanic. Of course, these days there are very few apprenticeships available that don't involve plugging in a laptop and replacing what the computer tells you to, as with most of the large truck manufacturers. Or, being told what, under 'health and safety' legislation, are the dangers of the fault but not how to fix the

problem. A symptom of the world we live in today.

What he wants is to work under a good old-fashioned mechanic who can show him how to diagnose problems and how to fix them. Unfortunately they are few and far between these days.

Hopefully he will find that type of person and get taught properly, but in the meantime if anyone has any ideas or suggestions how he could get on, possibly even in the classic truck world they would be gratefully received.

Tony Williams  
Contin, Ross-shire

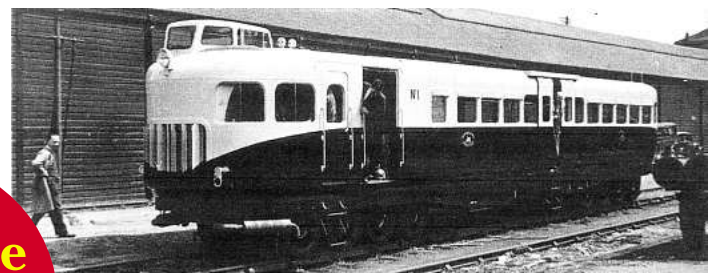
If any readers out there can help I'd be very glad to pass on any information to Tony - Ed.

## British railcars

Readers of the May issue who saw the letter on the Michelin attempt to put its product on to the French railways should not conclude that these experiments were confined to France.

In 1930s England, Dunlop and Armstrong Siddeley collaborated to produce a very stylish-looking pneumatic-tyred railcar, but the project went no further.

George D Howell  
Thurlby, Lincs







## What's this?

Perhaps your readership could assist with identifying this handsome vehicle? It sits quietly in a neighbour's paddock and looks like it has a few stories to tell. There are no obvious identifying badges or marks remaining aside from a brass plate on the dashboard stating 'Chassis Contract No A5234'. This ties in with the military look of the vehicle.

It is a 6x4, driven via torque tube-type drive shafts with unusual (to my eyes) under-and-over rear balance-beam springing. The motor is a Ford 21 stud flat-head V8, though perhaps this is not be the original motor as the radiator may have been moved forward around 20mm.

A dashboard plate identifies that is fitted with a Martin Harper pto (MO Harper Ltd, Guildford, England) offering High, Low and Reverse, suggesting it was intended for use with a winch or crane of some sort. There is a derrick currently fitted which looks far from original.

A capable-looking vehicle, though the speedometer's maximum of 100, either kph or mph as not stated, would seem optimistic, not to mention courageous!

Jack Mains  
Hawke's Bay, New Zealand

## Night moves

My you certainly know how to move the old memory sludge that's for sure or at least Arthur Philipson's photos do in the April 2014 issue of *HC*.

The picture of Sunter's Scammell coming across Bowes Moor brought back memories. In the summer of 1965 I did six weeks of holiday relief on nights for our night trunk men. The run was from Nottingham to Stainmore cafe, mainly with Boots' goods for Scotland. At Stainmore we changed trailers with lads running down from the Falkirk area. As it was 'job and finish' we didn't hang about. Once, coming back on to Bowes Moor, especially where Arthur's photo has captured the Scammell, I knew it was not that far to Scotch Corner. Then down to Nottingham on the A1 and A614 – two and a half hours max from Scotch Corner, job done and trips thoroughly enjoyed.

I did the same run for three weeks in December of the same year, again as relief driver to cover for night men off sick. Totally different ballgame, as you know – black ice, snow, terrible winds and so cold. You would get the odd fine night but that lured you into thinking that it was easy or it did for youngsters like me. It invariably 'bit you on the bum', but I managed to keep the wheels on the dog shelf, probably not where I wanted them, and the engine running.

Memories, memories, thanks for sparking them off!

John Bryan,  
Gozo, Malta

## REME Binnners

I read with interest in October's *HC*, the letter from Mr Daulby about the Commer QX cab that was mounted on Ford V8 military vehicles. I was in the REME from 1957 until 1960, and in the last year I was attached to 2nd Division, Signal Regiment, in Germany, and we had two of these Ford 4X4s as 'Binnners' (stores box vans). They were fitted with Ford V8 petrol engines. The photo shows them parked with a Bedford RL and a Scammell, on an exercise while based in Bunde, Germany.

Upon demob I returned to my previous employer and we used to look after the CWS pop Karrier Bantams. It was like working on a Mini compared with an O Model Bedford.

Colin Chesterman, Groby, Leicester





# The boss's boat

WHEN I read the Archive Album in the October issue of *HC*, it reminded me of a job that David Coppolo, a mate of mine, did many years ago. He has since died but that's his lorry on the left in the enclosed photo.

He had regular work with a company called Amalgamated Asphalt, which built and resurfaced roads. Its depot was on the bank of the Thames near the Blackwall Tunnel.

He was loading up one morning in the yard when one of the directors asked him if he could take his yacht, which was moored on the Thames, down to Southampton.

Dave had a look round the boat and although it was about six feet longer than his lorry he agreed to take it, and arranged to load it the following afternoon.

When he pulled into the yard the next day, the crane driver had already got the slings under the yacht, and as it came out of the water Dave saw something that hadn't occurred to him before. To his dismay the yacht had a large keel which meant that it would have to be supported either side to prevent the keel resting on the lorry.

Luckily there were plenty of timbers laying about in the yard, and so he stacked some up on either side of the lorry. When the yacht was lowered on, it didn't look totally safe perched up on top of

the timbers, but there was no alternative.

He got out on the road really early the next morning, and all went well for about the first 20 miles, but then as he went round a roundabout there was a loud thump. Dave stopped and got out to find that one of the timbers had moved and the yacht was now leaning to one side, but it did look as if it was wedged in tightly and wasn't going to slip any further.

However, the trouble was that the mast was now protruding about five feet over the edge of the lorry – so he now had a wide load and no marker boards.

As the traffic was still light he pressed on, but at one point a lorry coming the other way flashed him and the driver pointed to the yacht as he obviously didn't think Dave had realised it had tilted over. He said it was such a relief when he finally arrived on the quayside in Southampton and the crane lifted the load of trouble off his lorry.

The bloke leaning against XYM 921 is me 54 years ago. I used to do imported fruit cartage, mainly out of London docks. We often parked outside the dock gates at about 10pm so we could be near the front of the queue when the dock opened in the morning. We also loaded at the continental rail depots – there was one at Hither Green

in South London, and also at Bishopsgate goods depot at Shoreditch, London, known as 'B Gate'. This one closed down never to reopen after a serious fire that killed two customs officers.

The loading was much quicker at the rail depots as you walked into the railway truck and carried the goods out yourself. The only member of staff around was the checker, noting how many sacks of new potatoes or boxes of melons you took. No matter how far the load was going, whether it be Cardiff, Birmingham or Newcastle, you were always expected to be there before six in the morning when the market was in full swing.

Thinking back I now wonder what the attraction was with market work. You had to work unsociable hours and the work wasn't exactly easy when you loaded about nine tons of oranges and stack them five high – and you had to lift the top ones above your head.

It was easy to get a driving job in London in the 1950s and 60s, as there were so many transport companies. But the drivers on market work carried on doing it year after year.

**Harry Coughlan**  
Rayleigh, Essex





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# NATIONAL TREASURE



Known simply as The Prestwick Albion, the weathered remains of TYH 799 have been part of Northumberland's stunning scenery for more than 40 years. But thanks to the talents of John Sullivan and Gilbert Dawson – and not forgetting the trust empowered to them by Eileen Armstrong – the 1957 Albion Clydesdale tanker has been restored to its original National Benzole stunning best. **Bob Tuck** was blown away by both its looks and performance.





The late Mel Armstrong had the vision to restore the Albion. PHOTO EILEEN ARMSTRONG.

**D**o you believe in fate? Even if you don't think things are destined to happen, once you read what's about to follow, you'll have to agree that sometimes life works in mysterious ways.

To start with, the 1957 Albion Clydesdale TYH 799 should have been shipped to Ireland in the late 1960s as part of the nine-strong fleet of Golden Petroleum Products and, of course, it would have probably ended its days being scrapped over there. Instead, probably because the tyres were shot and the clutch was on its last legs, Matty Armstrong decided it wouldn't make the trip, so he took it back to his home base at Prestwick just north of Newcastle airport to use it as a fuel storage tanker for his haulage operation. Although Matty was to pass away – and his son Mel also die before his time – the Albion stayed in situ just waiting for John Sullivan to appear.

That may sound a bit crass, but Mel's wife Eileen Armstrong was adamant that the Albion would only be sold when the right person came into its life. Over 40-plus years it stood in the village, loads of people had come to the door offering all sorts of cash to take the Albion away. But it had long been Mel's dream that when he reached retirement, The Prestwick Albion – as everyone called it – would be restored to its original glory. The fact that he didn't reach retirement age simply hardened Eileen's resolve to see his vision through.

The problem was that John Sullivan was based at Spennymoor – about 30 miles south – and had never heard of The Prestwick Albion. And as the road it sat alongside in Prestwick village is something of a rural backwater behind Newcastle airport, he was never destined to be just passing.

That changed when fate stepped in and someone – who wished to remain anonymous – decided to send John a letter suggesting he should perhaps restore this specific Albion. Once John saw the vehicle and made contact with Eileen – who again just happened to be passing when he stopped to photograph the vehicle – the wheels were literally put in motion to start its restoration.

As we can all now see by the superbly finished product, Mel Armstrong's vision has certainly come to fruition – and more.

The Albion must be one of the best restorations of recent times.

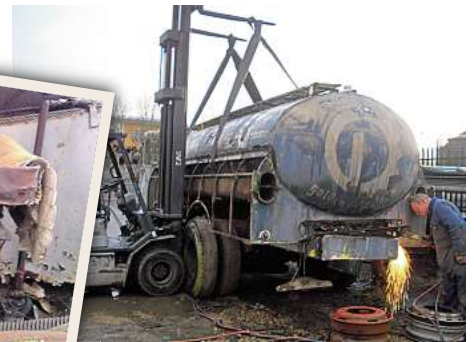




The Albion just before going south, after standing for 40 years. PHOTOS EILEEN ARMSTRONG.



Ian Bradley securing the Albion on to the recovery vehicle. John Sullivan is on the right with Alan Armstrong, owner of Bank Top Garage, who used to play in the Albion when he was a kid. PHOTO EILEEN ARMSTRONG.



The strip-down begins by removing the tank. PHOTO JOHN SULLIVAN.

## BLAYDON BENZOLE REACHES BALMORAL

Before we look at the life and times of this special 1957 Albion, we'll turn the clock back even further to have a brief look at the history of National Benzole, which locals simply referred to as Blaydon Benzole, named for its town of origin in the borough of Gateshead.

The roots of the firm go back to 1908. The local Priestman's Ottovale Coke and Tar Works was reportedly the first in the world to produce petrol from coal. Blaydon Benzole developed as a company by offering its own blend of petroleum mix to a discerning public. Rather than just sell petrol in standard form, benzole was added, which is a mix of the chemicals benzene and toluene, a by-product of the coke-making process.

Back in the early 1920s, the fuel that was sold as Blaydon Benzole was a 50/50 mix of petrol and the locally sourced benzole. However, as the refining process was improved, use of benzole was eventually phased out during the 1960s.

Joining the staff at the Blaydon Burn distribution/tank farm site as a sales clerk in 1955, after doing his National Service, was John Jude. Although not as big as Shell, BP or Esso, John recalls National Benzole (as the company later became) was a big player and its fuel had a reputation of getting more miles per gallon than normal petrol. In 1955, John recalls the Blaydon fleet was about 22 strong. There was one flatbed vehicle used for the distribution of lubricants but the rest were tankers. There were four eight-wheelers that were involved with bringing in bulk fuel from Jarrow Staithes (or perhaps Sunderland).

John recalls the early fleet was a mixed bag

including Leylands, Maudslays and six small petrol-engined Austins. The fleet was kept busy, as Blaydon served literally hundreds of filling stations across the North East. The busiest garage at the time was the Central Station Garage in Newcastle, which took 3600 gallons every day, and while this sort of delivery was fairly routine, its fuel was also delivered to some special places.

It was probably the historical link that prompted Major Priestman to have Blaydon's National Benzole delivered in bulk to his home at Slaley Hall, although the most prestigious delivery went to Balmoral. It's hard to believe that once a year, fuel from Tyneside was delivered all the way up to Royal Deeside, although John reckons it was a way of retaining the royal warrant.

It was a prestigious 420-mile round trip and drivers apparently took turns: "We used one of the small Austins," recalled John, "as it was only loaded with 500 gallons. The vehicle would come off the road for about 10 days before the trip as it was serviced, waxed and polished. The two-man crew also had to wear their Sunday best, as they'd be away for three nights. The drivers said that Prince Philip always took a great interest in them delivering the fuel and they added that he was quite a gentleman."

National Benzole was taken over by Shell-BP in 1957, but it wasn't until 1959 that the two operations integrated and the distinctive Mr Mercury logo was gradually phased out. Although John Jude has happy memories of the "fabulous guys" at Blaydon Burn, he was one of the first to leave (to join another fuel concern) when the merger news was announced.

## SERVICE RECORDS

It was on April 5, 1957, that chassis number 72482E of model type FT101KL started its run down the Albion production line as one of six identical Albion Clydesdales destined for the National Benzole Co Ltd, which then had its head office at Mercury House, 195 Knightsbridge, London SW7. When finally fitted out with Duramin cab and a 2000 gallon, four-compartment tank made by the Steel Barrel Co of Uxbridge, the Albion was to be registered TYH 799 and allocated to the National Benzole depot on Tyneside.

It is 57 years since this Albion took to the road and while the Blaydon Burn depot has long closed and all vehicle records probably been destroyed, a sliver of this Albion's history has been discovered. "I was talking to Ken Wilkinson," said John Sullivan, "and he told me that when he worked for the FW Cawthorn dealership in Team Valley, he recalls a small card type service record that the National Benzole vehicles always carried. He told me where it was kept in the cab and when I looked I found the one for the Albion. After all these years it was amazing that this record had stayed with the vehicle."

The records show that the Albion entered service on October 14, 1957, with 843 miles on the clock. It was repainted in 1960 and again in 1962 but apparently went to Kennings in Leeds for this work plus other overhaul jobs to be done. It seems to have had a new speedometer fitted in 1961 and the last entry was made in June 1965 when it then had 94,399 on the odometer (making a total mileage of perhaps 150,000 miles).

In the mid-1960s, the Clydesdale was coming to the end of its working life. The law





Dismantling well under way. PHOTO JOHN SULLIVAN.



ABOVE: The cab had to be completely rebuilt. PHOTO JOHN SULLIVAN.

BELOW: This image, courtesy of the BP Archive, shows another Clydesdale in the batch of six that John used to get the livery right.



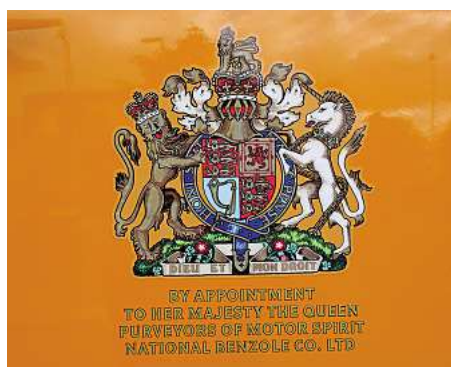
had just been changed to allow for 32-tonne gross artics, and even four-wheel rigids were seeing their gross weight gradually increase to 16 tonnes.

With the 1957 Albion limited to only 13 tonnes, it wasn't really cost effective to run it and when the National Benzole/Blaydon Burn operation was being wound down, a chunk of this Tyneside fleet was apparently bought by Golden Petroleum Products, which set up shop at nearby Dunston. John Armstrong – who is now 65 – recalls that Golden was a joint operation between his uncle, Matty

*“You wouldn't believe how many people over the last 40 years have stopped to take a picture of the old tanker”*

Armstrong, and the Irishman Eddie Waters.

Full details of the Dunston operation aren't known, but John can recall that in the late 1960s, the business was relocated to Ireland: “Originally the Golden fleet consisted of 10 tankers,” he said, “and they were to be driven across to Stranraer to get on the ferry to Ireland. One of the 10 was smashed up and didn't go, nor did the little Albion, so Matty brought that back to his yard at Prestwick where he just parked it up and used it for the storage of fuel. It was never driven on the public road again but occasionally we'd give it a tow start – it fired up quite quickly – and perhaps move it to a different place in the yard.”







John in the Albion cab with business partner Gilbert Dawson.



Nearly there!

## GARDINERS COACH REPAIRS

Just as the Albion was starting its 40-plus years' residence in Prestwick, John Sullivan and Gilbert Dawson were meeting up in north-west Durham. They were to work together, first at the truck body building concern of Northern Assemblers at Blackhill, Consett, Co Durham, before moving to the Durham branch of Moseley's Coach Repairs. It was only when that branch closed and the staff were made redundant that John and Gilbert decided to join forces and start up their own coach repair business by initially renting two bays in the Gardiners Coach operation at Spennymoor.

Thirty-four years on from that decision, Gardiners Coach Repairs now has 10 on the payroll. As well as repairing all sorts of modern coaches, the partners spent 12 years restoring a 1949 Albion Valiant coach that has been on the rally scene since 1995. In the last couple of years, they've also been showing a fully restored 1941 Morris Z Van: "It's quite rare," said John, "and even the local newspaper did an article on it."

It was such coverage in the Evening Chronicle that prompted RR (as he signed himself) to write to John suggesting he may be interested in The Prestwick Albion: "I've never had an anonymous letter before," said John, "but as I was going up to Newcastle airport, I decided to go round and look for the vehicle. It was easy enough to spot and when I was taking some pictures, Mrs Armstrong stopped and we got talking."

John immediately realised what concerns Eileen had and left her to consider his offer to buy it: "After I left, I believe she spoke to Colin Hogg – a nearby haulier – who vouched for my credibility. So when we next discussed it, she was more than happy about me taking the restoration on. I even offered to paint it back in Armstrong's old haulage colours, but she said no as it had never been painted like that originally. But I did promise that when it was restored, I'd bring it back to Prestwick and show it to her."

## METICULOUS RESTORATION

It was on June 19, 2012, that Ian Bradley's drop-back recovery vehicle loaded the Clydesdale for the trip to Spennymoor. Once dropped on the road, Gilbert got into action. He wheeled out some batteries and a drum of diesel and after giving attention to the perished water hoses and corroded fuel pipes, he had the Albion's engine running within 20 minutes of it arriving.

Gilbert and John were to take just two years for the restoration but actually did very little in the first six months: "We took it to bits, but first we had a new shed built just to work on the Albion." Not coming with any formal documentation, the partners were also keen to get the original registration back, and for that John has to thank the Albion Club ([www.albion-trust.org.uk](http://www.albion-trust.org.uk)) and Jim Wilkinson in particular: "Up here in the North East we just refer to Jim as Mr Albion as he's so passionate about its history. The credibility that has been established means Jim is





The extra lever is to operate the pump discharge via the engine driven pto.



Eileen in the centre with her two daughters Amelia and Catherine and grandchildren Lincoln and Seren.

accepted to authenticate certain vehicles for the DVLA and he was able to personally endorse this Clydesdale's history because he knew the vehicle when it worked on Tyneside. So we got the original number back almost by return of post."

The vehicle restoration was a lot harder than that, but Gilbert and John are used to this type of work. They had a lot of help and first mention goes to all the guys – and Pauline Crosby – on the Gardiner staff who did things in their spare time.

The approach John and Gilbert took was to do the job right and they soon realised the cab was completely gone. It was still all there so it was used as a pattern to build a new one: "Worst job was probably the front mudguards," said John. "I saw an advert for a pair and bought them but they proved to be too wide and too short so they took a lot to sort."

Looking back through the pictures showing the state of the Clydesdale before the job was done underlines what a heck of a job they did. Mechanically it was fairly sound, although the fuel pump went to Breedon and Gell for attention and the gearbox top needed welding up as that was all rotted through. The clutch was found to be on its last legs (perhaps the reason why it never went to Ireland) and Truckfix was used to sort that.

The brake drums and shoes are still the originals (honestly) while Dave Tromans in Tamworth supplied the new wheel brake cylinders, master cylinder and servo.

Although the cab was past saving, it did disclose a hidden gem: "When we removed the aluminium kick plate beside the driver's door, the original pristine colours were revealed so we used them as a paint match. When I contacted the BP Archive at Warwick University, Joanne Burman there was able to supply us with a shot of a sister vehicle to ours. It was only in black and white but it allowed us to authentically restore the original livery."

### ATTENTION TO DETAIL

It's this close attention to detail with the entire vehicle that just blows your mind when you see the restored tanker: "It's been quite interesting," said John, as a bit of an understatement. "It's been like detective work getting everything done right."

Treadmark Tyres – based next door – came up with new tyres to replace the worn rubber, while Simply Stripes, also of Spennymoor, did the graphics and supplied suitable stencils for the paint job. Neighbour Barry Hargreaves was able to help by furnishing suitable fuel delivery hoses of the type it had in service. Doing the vehicle's electrics was Frank Bashford, although we like how John says that he came with his pal Ray Matthews, who is left-handed and so could manage certain parts of the work a lot easier.

Kevin at New Wave Furniture in Ferryhill, which also supplied the superb-looking

quilted engine cover, refurbished the driver's seat. "The Albion didn't have a passenger seat," said John, "as there was a big tool box there, so we made a second seat a bit like the driver's. I also found a bracket at the front where a spotlight would have been mounted so I got a period style one for there."

Jim Wilkinson was again able to help in supplying all the rubber O-rings for the radiator tubes although these, in turn, were supplied by Advanced Radiators: "Apparently they used ones for an American earth mover," explained John, "but had to cut them down and re-flange them."

It was problems with water and fuel which caused concern when the Albion first came back on the road: "We'd take it for a short run round the block and it would consistently air lock," said John. "Of course Gilbert would love it if he had to use one of his old tractors to tow it home."

Close-up of part of the service log showing the lorry was repainted by Kennings of Leeds in June 1960.

Date of Inspection	Date Engine Oil Changed	Mileometer Reading	Inspector's Signature	Date of Inspection
			COMPLETE BRAKE OVERHAUL MASTER CYL, WHEEL CYL, EXPANDERS ALL LINKS, DIR REPAIRS AND REPAINTED BY KENNINGS LEEDS	15/3/60
22-6-60	—	41208	Michael	14/9/60
24/9/60	26/7/60	42472	Michael	3/10/60
			Michael	



That fault was traced to a porous fuel filter housing, but on its first big run to the 2014 annual Great Biggar Rally – held on Sunday, August 17 (a 300-mile round trip), it got all the way to Abingdon before it lost its water: “We realised an awkward drain pipe from the engine block had perished and had just dropped off,” added John. “Gilbert was following in the bus and we were carrying plenty of water, but we had to improvise to block the hole in the block.”

The partners found the solution close to hand and apparently just broke off a bit of a nearby tree, whittled the bark clear and then twisted the wood into the hole to make a temporary repair. And it’s still there.

### GOING HOME TO PRESTWICK

No surprise the Albion faithful loved seeing the fully restored Clydesdale at the Great Biggar Rally, but the acid test was what the reception would be like when John took the tanker back to Prestwick. So, nine days later, *Heritage Commercials* was given an exclusive invitation to ride shotgun with John as he fulfilled the promise he made two years earlier.

Of course, with the high speed of modern communication, pictures of the fully restored version of the Prestwick Albion had already been posted on sites such as Facebook. So, in that respect, folk knew what to expect, but that still didn’t detract from the joy of seeing something special in the flesh (or metal) for the first time. When the residents of the village saw the wanderer return, it was like greeting a long-lost soul.

The first person we spoke to was the beaming Michael Taylor who has lived across the road from the old Armstrong haulage yard since 1972: “You wouldn’t believe how many people over the last 40 years have stopped to take a picture of the old tanker and I never thought I’d see the day it was fully restored. It’s terrific.”

A mass of other folk appear and we have to thank mechanic Mark Robson from Bank Top Garage for helping with an image of what the

Albion looked like when it left the premises in 2012. The garage is owned by Alan Armstrong (we spoke to a lot of Armstrongs that morning) who remembers playing in his great-uncle’s Albion when he was a kid: “Every youngster in Prestwick village played in the Albion when they were young,” he said. But strangely it was never really vandalised, as John Sullivan recalled. Despite replacing all the cab’s glass, only one pane was broken and there was only one gauge glass inside the cab broken.

John Armstrong appeared and told us the tale of how it should have gone to Ireland; but of course the main reaction we wanted to hear was from Eileen Armstrong who had two of her daughters, Amelia and Catherine, plus grandchildren Lincoln and Seren with her to witness the return. “I can’t believe it,” Eileen said with a huge smile, “I think it’s fantastic. Mel would be so proud. My husband always said he’d do it up and I was determined it wouldn’t be scrapped. While many people have been after it over the years, this gentleman (John Sullivan) hit the right note.”

To say the impression created by the new version of the Albion was mind-blowing is something of an understatement: “You can tell that it’s been done out of love,” said Eileen who could hardly take her eyes off the burnished metal. You have to remember that the last time she saw the vehicle it was close to being a rotting wreck so the transformation is amazing. Her grandchildren, however, only wanted to play in it, just like Prestwick youngsters of old.

### HEADING OFF INTO THE SUN

We eventually tore ourselves away from the Prestwick masses so they could go back to their daily chores happy in the knowledge they had seen a long-term resident restored to its original glory. Of course, things actually got better for yours truly, who was given the hot seat for the ride back to Spennymoor – and what a great drive this proved to be.

I’ve long been a fan of the Albion ’box and this is a super short shift while the Albion

EN287A engine is swift to pick up and die down. What a cracking little barnstormer it proved to be. The (unassisted) steering is simply a joy and at full whack – 41mph down the A1(M) – it sits as steady as a rock. What a stunning restoration Gilbert, John, the rest of the team at Gardiners and all their many helpers have put into this classic slice of Tyneside/National Benzole history. It’s superb.

Cross cab conversation at full engine revs is a bit of a chore so no wonder John would like to find a suitable six-speed,

## RESTORATION CONTACTS

### TRUCKFIX LTD

Cleckheaton, West Yorkshire BD19 3TN.

Tel: 01274 877322 Web: [www.truckfixclutches.com](http://www.truckfixclutches.com)

### BREEDON & GELL

Back Houghton Road, Off Westgarth Terrace, Darlington, Co Durham DL1 2PH.

Tel: 01325 381088 Web: [www.breedonandgell.co.uk](http://www.breedonandgell.co.uk)

### TREADMARK TYRES

Coulson St, Spennymoor, County Durham DL16 7RS

Tel: 01388 819933 Web: [www.treadmarktyres.co.uk](http://www.treadmarktyres.co.uk)



Even the underneath is great – and we love the shape of the heavy-duty Albion diff casing.





overdrive top Albion 'box fitted with pto drive. However, I shouted to John that it must be great to be able to watch the Albion heading south into the sun. "When we went up to Biggar," he responded, "you wouldn't believe how many folk were leaning out of their windows taking pictures of us."

Of course, they were all probably current or past residents of one tiny little Northumberland village who identified their striking little 1957 Clydesdale tanker which will always be simply known as The Prestwick Albion.

#### NEW WAVE FURNITURE

Unit 5D Dean and Chapter Industrial Estate, Ferryhill, County Durham DL17 8LH

Tel: 01740 655908 Web: [www.newwavefurniture.co.uk](http://www.newwavefurniture.co.uk)

#### SIMPLY STRIPES LTD

Unit 33 Enterprise City, Green Lane Industrial Estate, Spennymoor, Co. Durham, DL16 6JF

Tel: 01388 420460 Web: [www.simplystripes.com](http://www.simplystripes.com)

#### ADVANCED RADIATORS LTD

Units 7, 8 & 9 Bells Close Industrial Estate, Newcastle Upon Tyne NE15 6UF

Tel: 0191 267 3312 Web: [www.adrad.co.uk](http://www.adrad.co.uk)

#### THE ALBION CLUB

Tel: 01899 221497 Web: [www.albion-trust.org.uk](http://www.albion-trust.org.uk)



We love the quality of the tank top cat walk.



The neat hose storage lockers.

## SPECIFICATION

<b>Make/model:</b>	Albion Clydesdale FT101KL
<b>Chassis No:</b>	72482E
<b>Year:</b>	Left production line 10.5.57; into service 14.10.57
<b>Registration:</b>	TYH 799
<b>Engine:</b>	Albion four-cylinder EN287A 5.5 litres 93bhp @ 2200rpm
<b>Gearbox:</b>	Albion five-speed
<b>Gross vehicle weight:</b>	13-tonnes (260cwt)
<b>Top speed:</b>	40mph (comfortable)
<b>Fuel return:</b>	15mpg (guesstimated)
<b>Cab:</b>	Made by Duramin
<b>Tanker:</b>	No. 4460-9. four-compartment, 2000 gallons. Fitted in July 1957 by The Steel Barrel Co Ltd, Uxbridge, Middlesex



The tank holds 2000 gallons in four compartments, and was made by The Steel Barrel Co Ltd of Uxbridge, Middlesex.



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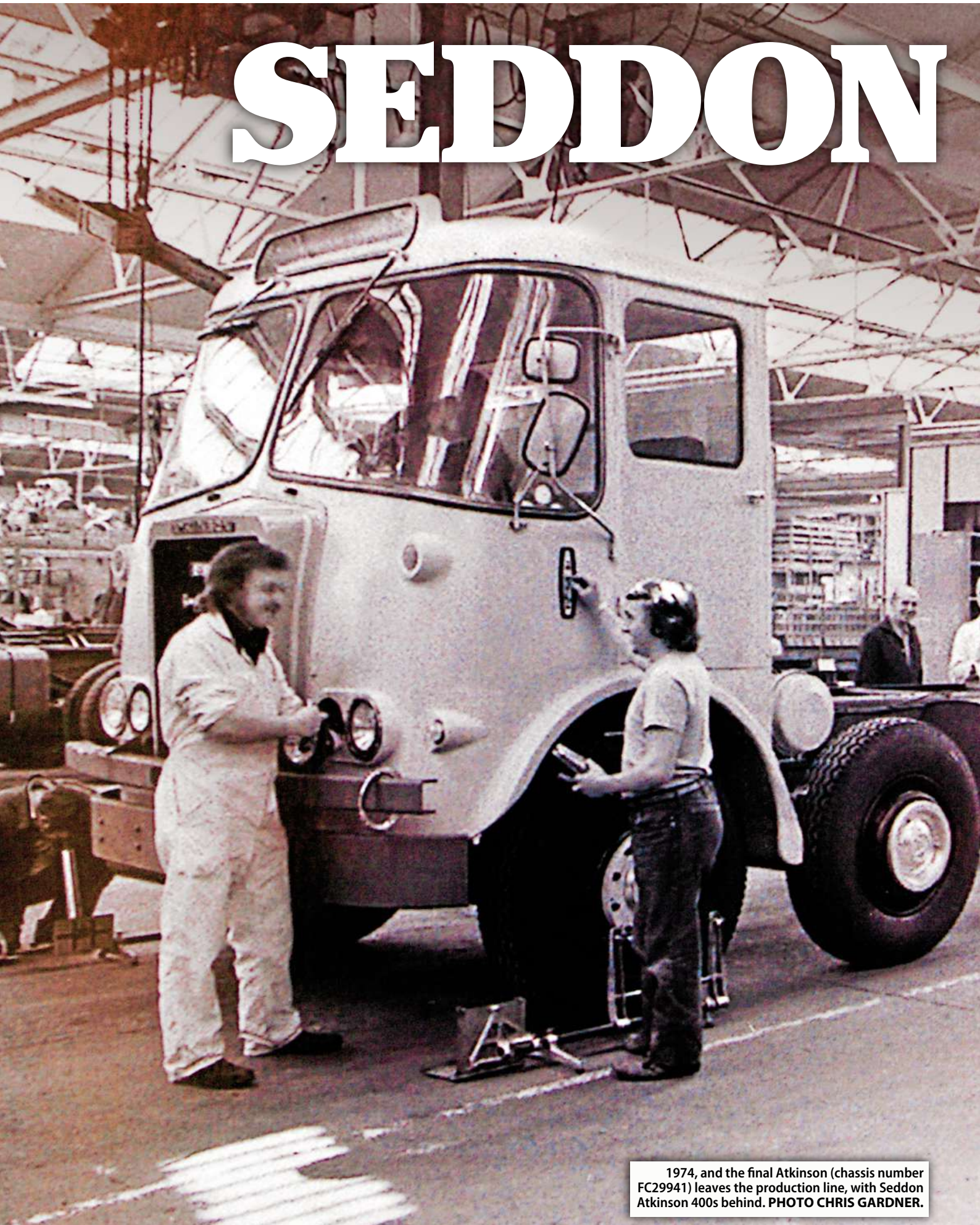
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# SEDDON



1974, and the final Atkinson (chassis number FC29941) leaves the production line, with Seddon Atkinson 400s behind. PHOTO CHRIS GARDNER.



# ATKINSON

## the early years

Alan Barnes looks back at the formation of one of Britain's top lorry makers of recent times.

Words: Alan Barnes Photography: As stated

PART  
1



**B**y the late 1960s, Atkinson Vehicles Ltd was looking to be a reasonably solid business with strong orders, a turnover of just over £7½ million, the factory producing some 2000 chassis each year and declaring a profit of £310,000 for 1969.

With 18 months of orders on the books, the company had certainly justified its recent investment in improvements. Such a solid business had all the hallmarks of being a prime target for a takeover but the industry was not really expecting such a move and the bid made by ERF in June 1970 came as a surprise.

The bid, which valued the company at around £2.8 million, was not welcomed by the Atkinson board of directors which lost no time in issuing a robust defence and a rejection of the offer. This defence included the release of a healthy profits forecast which boosted the company's share price and led to an improved offer.

For Atkinson's existing shareholders the situation suddenly became even more complicated and practically before they had time to consider the implications of the improved offer from ERF,

a second company entered the takeover battle, with Fodens Ltd making an offer.

The Atkinson board worked furiously on the existing key shareholders in an effort to convince them to hold on to their shares and resist the two approaches. It was successful in efforts to buy some time and subsequently the ERF bid lapsed and in August 1970 the remaining bid from Foden was rejected and Atkinson Vehicles Ltd remained an independent company.

This success was short-lived as in September ERF returned with a much improved offer and in defence the Atkinson directors were forced to issue another improved profits forecast. This only resulted in ERF slightly increasing its offer and while the shareholders were considering this latest move, Fodens returned with a higher bid to complicate the situation once again.

The whole affair was now beginning to directly impact on the business as directors and management were having to spend time fighting off the unwanted attention from ERF and Foden rather than developing the company business.





## Manufacturer's history

A key factor in any proposed takeover of Atkinson was the significant shareholding held by Leyland Motors Ltd which owned around 20% of the shares. But while ERF and Foden battled with each other, Leyland kept a low profile. In September, Foden withdrew its offer and it seemed that ERF had a clear run, which led to the newspapers announcing prematurely that "ERF wins Atkinson".

Despite these announcements, the battle was not over, as most shareholders and the employees at Atkinson were still largely opposed to the ERF bid, having been reassured by the improved profit forecasts which the board had issued. ERF responded by raising its offer and the papers continued to reflect their opinion that the deal was done.

### A NEW BIDDER

However, despite what the papers were saying, the deal was most certainly not done and in a twist to the whole story, a new bidder emerged in October when Atkinson received a new and higher offer from Seddon.

For those close to the industry, this offer made real sense as the product ranges of the two companies seemed to complement each other with Seddon producing light and medium weight vehicles and Atkinson's range of heavyweights. The Atkinson management voiced opposition but the directors had no option but to recommend acceptance when Leyland announced its support of the bid.

The conclusion of the takeover was now a mere formality although the Atkinson chairman still voiced his opposition and his resignation was offered to and accepted by the Seddon chairman, Harry Redmond. In a statement after the takeover, Mr Redmond stated that it was "the intention of the new group to leave Atkinson to operate on its present lines, catering for the heavier class but with the advantage of Seddon customers being available to its customers". Similarly, Atkinson vehicles would be available to Seddon customers in group outlets. The advantages of being able to order components in bigger quantities were stressed as were the expected opportunities to expand overseas sales.

Amalgamating the two companies brought immediate problems as the management styles varied considerably and as both Atkinson and Seddon were successful, profit making companies, it was not a case of Seddon coming in to rescue an ailing firm. Change was inevitable but perhaps the industry was surprised by the extent of the changes at Atkinson, as within a few months of the takeover all but one of the directors had resigned. On the engineering side, initially little changed as Atkinson lorries continued to be built at the Atkinson factories while production of the existing Seddon models continued at the Oldham plant. Rivalry was intense as the staff at the two plants worked to prove that their engineering was superior.

For its part, Seddon had always been a truck manufacturer and had resisted the possibility of diversifying into other areas.



Publicity shot of a Seddon Atkinson 400 four-wheeler and drawbar trailer.



The 400 brochure made much of the ease of maintenance on these lorries.

However, under the Atkinson umbrella there was a range of other companies, including overseas subsidiaries such as Atkinson Vehicles (South Africa) Pty Ltd, while in the UK Atherton Brothers and the Nightingale Engineering Co Ltd were part of the Atkinson set-up. Following the takeover, steps towards rationalisation were soon taken. The decision to close the South African company was quite straightforward as the subsidiary was not making any profit, but in contrast the Australian company was. With the market in Australia calling for heavyweight long distance trucks and many models influenced by American designs, the decision was taken to sell the company.

A buyer was not difficult to find and the Australian company was sold to International Harvester. The New Zealand subsidiary was also sold and this was acquired by the Seddon dealer in that country. Two other subsidiaries, Atkinson Europe and Seddon Rhodesia, had been closed down before the merger had been finalised.

### UK RESTRUCTURING

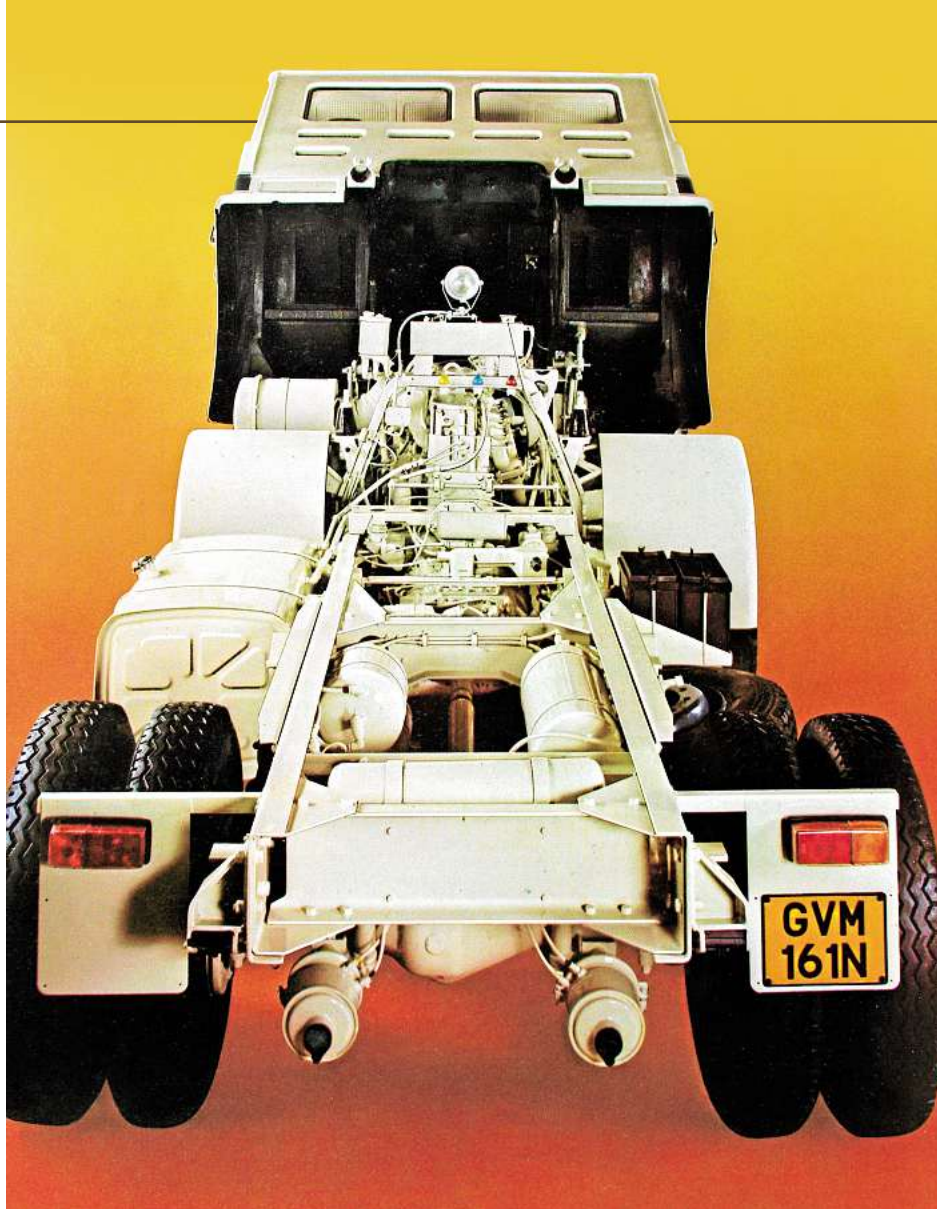
Attention then turned to the UK companies with Atkinson Vehicles (London) Ltd being

sold to Wadham Stringer while the Seddon dealers Central Motors bought the Scottish subsidiary. Coach Bodies Ltd and Nightingale Engineering were sold and the distributorship, Halls of Hendon, was sold to the Ryland Group. This restructuring was not achieved overnight and it took nearly four years. The three main companies which remained, Seddon Motors Ltd, Atkinson Vehicles Ltd and Atherton Brothers Ltd, were finally amalgamated into one company, Seddon Atkinson Vehicles Ltd, in January 1974.

The new company's headquarters was to be at the Oldham plant where offices were built. There would now be three manufacturing divisions – Atkinson continuing at Walton-le-Dale while at Oldham the Seddon division would continue along with a component division which incorporated Atherton and the existing component production facility. All the existing plants would continue in operation and the company did not envisage any redundancies would result from the restructuring.

The immediate lead-up to the takeover and the post takeover period had certainly been a distraction as far as vehicle development was concerned. With the Atkinson board pre-occupied with defending the company from a series of hostile approaches, no large scale





1980 400 six-wheeler operated by Redland.  
PHOTO JOHN WAKELY.

A shot from the 400 brochure showing the chassis detail.

investment in new designs was possible. Although Seddon had spent that time 'waiting in the wings' before it made its successful bid, after the takeover the board was concerned with completing the extensive restructuring process. Initially the Atkinson range of vehicles continued to be produced at Walton-le-Dale while Oldham continued to produce the current Seddon range, although both companies had already recognised the need for a new and more modern cab design. Bringing together the two companies had brought some immediate advantages to the engineering side of the business. The Seddon hub reduction axle was almost immediately adapted to suit both Atkinson and Seddon vehicles while the larger company could achieve significant cost savings as it could now buy larger numbers of major components such as engines and gearboxes.

Prior to the takeover, both companies had begun work on the design of their proposed new cabs with Atkinson moving away from the existing glass fibre designs to adopt a steel panelled cab. The proposed Seddon was similar and following the takeover, development of the Atkinson design was shelved but a new cab designated the MK3 was worked on jointly by the designers at Oldham and Walton-le-Dale. In the late 1960s Seddon

had already produced several models fitted with Motor Panel cabs and these would provide the basis for the development of what would be the first Seddon Atkinson cab. In the meantime production at both plants continued as before with Atkinson trucks being produced with the old MK2 cab although now the heavy chassis featured the Seddon axle. Despite the

*“A good many customers bought their own ‘Big A’ badges which they added to the front of their 400s”*

upheavals of 1970 production levels at both companies were maintained and perhaps more importantly sales were also increasing despite the general economic difficulty.

#### **THE FIRST SEDDON ATKINSON**

In 1974 the company was able to launch its first new model since the takeover when it

brought the 400 series to the market, and it certainly made an immediate impact capturing a 20% share of the market in its first year of production. The prototype of what would be developed as the 400 series had been shown at the 1974 Amsterdam Show and an early production model appeared at the London Commercial Vehicle Show in October 1974. The all steel tilting cab for the new range was produced by Metal Panels using the tooling developed by Seddon Atkinson. The cab was roomy and comfortable with well laid out instruments and only later problems with rusting arose.

The new 400 range which came to the market in April 1975 included tractor units, four- and six-wheeled chassis and a rigid eight-wheeler, the chassis largely derived from the Atkinson chassis then in production. Customers were given a choice of Cummins, Rolls-Royce and Gardner power units and gearboxes by David Brown or Fuller.

The first models in the new 400 series to hit the market were the tractor units which covered an impressive weight range from just over 30 tons to a 60 tonner powered by a 14 litre Cummins engine. The lorry was designed as a truck for use both in the UK and in Europe, but for the British operator it was the





This 400 tractor unit was new to Wreford's of Northampton in March 1977. PHOTO SW WREFORD ARCHIVE.

32 ton tractor unit which was of most interest. Engine options for this model included the Cummins 250 rated at 228bhp, the Rolls-Royce Eagle rated at 214bhp and the Gardner eight-cylinder 8LXB rated at 246bhp. The standard gearbox was the Fuller Roadranger RTO-9509A, a nine-speed range-change box used with a Seddon Atkinson spiral bevel hub reduction axle.

The front of the new cab bore more resemblance to the previous Seddon models rather than the Atkinson and the 'Big A' logo and exposed radiator grille had been replaced by a flat fronted design with a new badge. The rather discrete design made up of interlocked circles was regarded as an attempt to take elements of the two companies' earlier logos, both of which featured circles. The name Seddon Atkinson was also incorporated in the new badge although its small size meant that it was hardly prominent when positioned on the front panel.

What the company had apparently not taken into consideration was the fierce brand loyalty of some Atkinson operators. They had been using vehicles with the 'Big A' logo on the radiator for many years and although the new range was branded as Seddon Atkinson underneath the 'tinwork' there was still an Atkinson chassis.

A good many customers, including the operators of some sizeable fleets, bought or had made their own 'Big A' badges which they added to the front of their 400s. A few fleet owners also went a step further by adding the word 'Atkinson' on the panel underneath the windscreen, possibly an expression of their opposition to the takeover.

### MEDIA ATTENTION

A review in *Commercial Motor* in 1975 commented on the cab: "To generations of Atkinson and Seddon operators and drivers the cab is the most obvious departure from tradition, being a completely new design which brings the combine right back into line with the

continental opposition." The tilt cab could be opened to an angle of 60° which allowed complete access to the engine and gearbox, while for more routine maintenance a hinged front panel allowed access to the radiator, heater, dipstick and the switches for the air pressure system. The cab was a pressed steel construction designed by Seddon Atkinson and manufactured by Motor Panels Ltd in Coventry. The interior had been designed by Ogle and featured a light tan coloured trim and suspension seats finished in brushed nylon.

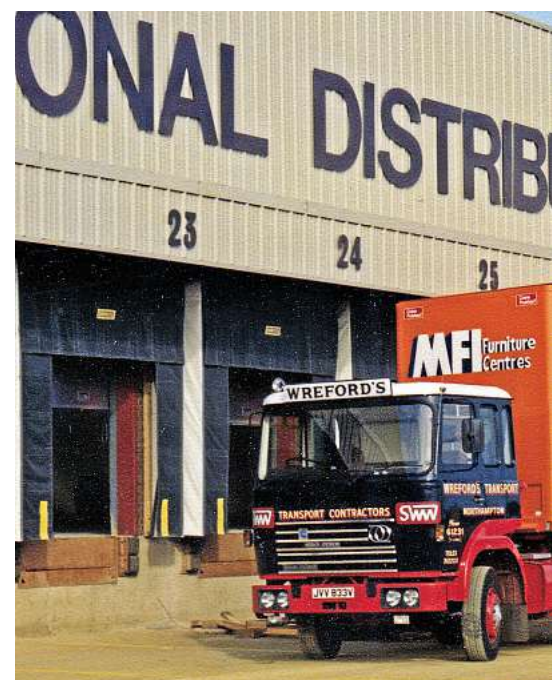
As the company stated in its advertising: "Before our designers sat down at the drawing board we went out and asked operators, drivers and fitters what they really wanted in trucks. The 400 Series is the sum of those answers translated into metal, performance and earning capacity. It is a range of vehicles with specifications rational enough to ensure high volume production at competitive prices."

In the few months between the prototype being displayed in Amsterdam and the series being launched, the company had made several changes to the design of the cab largely as a response to the questionnaires given out at the show.

*Commercial Motor* reported: "As a result of the Amsterdam questionnaire, several detail changes have been made to the cab. These included more demister outlets for the windscreen, a repositioned tilt mechanism and the covering in of the rear of the headlamps. One other alteration was the provision of extractor vents at the rear of the cab for improved flow through ventilation when on the move."

The chassis for the new tractor unit was in essence an Atkinson design of bolted construction with pressed steel channel section side-members and four channel section cross members. The suspension featured long leaf springs front and back with a dual rate helper system at the rear.

Other models in the 400 series followed the tractor units and these included two axle

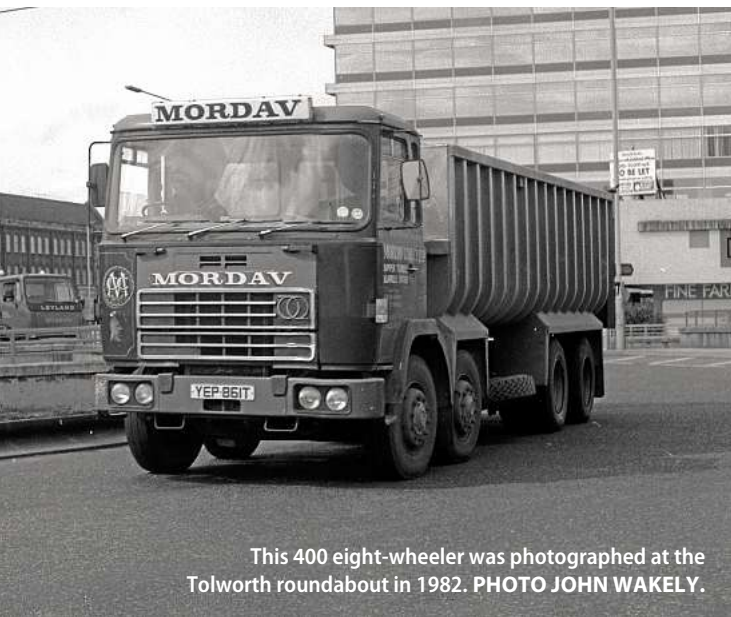


trucks for drawbar use and three and four axle chassis. The three and four axle models were powered by a choice of either the Cummins or Gardner engines with a six-speed David Brown gearbox as standard or an eight-speed box available as an option.

The 400 was well received with *Commercial Motor* commenting: "The new range is a great departure in many ways from existing Seddon and Atkinson practice and with the new cab should prove popular with the drivers. It is interesting to note that no 'badge engineering' is being carried out – the new truck is a Seddon Atkinson complete, with no separate Atkinson or Seddon versions available."

Production of the new 400 models was centred on the plant at Walton-le-Dale where an additional special assembly line for the production of the eight-wheelers in the range





This 400 eight-wheeler was photographed at the Tolworth roundabout in 1982. PHOTO JOHN WAKELY.



Many drivers and operators were unhappy that the new firm had dropped the 'Big A' badge, so added their own. PHOTO BILL REID.



Another Wreford 400, this one dating from 1980. PHOTO SW WREFORD ARCHIVE.



A well-restored 400 now in preservation. PHOTO GYLES CARPENTER.



Battered but still working – this 1977 four-wheeler was spotted on the M20 in March 2014. PHOTO GYLES CARPENTER.



A common upgrade was to fit the later 401 grille on to your old 400, as done here by Les Baston, together with many other modifications. PHOTO ALAN BARNES.



A new eight-wheeled 400 tipper on display in 1981. PHOTO STILLTIME ARCHIVE.



The second Seddon Atkinson to appear was the 200, which will be featured next month.

was set up. At Oldham a new assembly hall had been built and this plant was being geared up for the second new Seddon Atkinson, the 200 series, which was launched in 1976 and this would be another success for the company.

During the development of the new range, and indeed only a few short months after the takeover, the board of directors had been in talks with International Harvester, the American truck manufacturer and engineering group which had ambitions to secure a stake in the European truck market.

The Australian subsidiary of Atkinson had been sold to International Harvester after the completion of the takeover and it was practically an open secret that further discussions between the two companies had taken place in the early 1970s.

For Seddon Atkinson the tie up with one of the world's leading truck manufacturers made strategic sense and it came as no surprise when the announcement was made on July 1, 1974, that International Harvester had acquired the entire share capital of Seddon Atkinson.

While the company would be American owned, it was the intention of International Harvester to retain the Seddon Atkinson brand which was known and respected in the UK and European market.

The American company had obviously learned its lesson from its previous ill-fated attempt to enter the UK market during the mid-1960s when it set up a manufacturing facility in Doncaster which produced trucks which were just not suited to the market.

**Continued next month**





# Swarm of the Sevens



Rough it may be, yet this is the last ever Austin Seven made.



No floor, no seats, no doors – you can see a pattern emerging here.



Inner chassis panels are available – at a price.



When the 750 Motor Club invited *Heritage Commercials* along to its Austin 7 National Rally back in July 6 to see its display of commercials, Dean Reader jumped at the chance and along the way found a very special van.

**T**he 750 Motor Club was formed in the spring of 1939 to promote the use of the Austin Seven in road/trials events and for enthusiasts to meet each other and talk about all things 'Seven'.

It wasn't long before such discussions led to actual competition and racing and these took the form of road rallies and trials, although the 'specials' builder was already in evidence at circuit meetings.

Since then the diminutive Seven has been the backbone of the club as it provided the basis of the first club formula – the 750 Formula – which is still thriving. Check out the club website [www.750mc.co.uk](http://www.750mc.co.uk) for a whole manner of racing articles and more about what it does.

One thing it also does well is organise the big National Austin Seven Rally each year in the grounds of the National Motor Museum at Beaulieu in Hampshire. This event is open to all Seven owners and clubs and the organiser Ian Nelson is keen to remind us the first such rally took place in 1963 and no other single marque club has ever kept to the same venue for such a long and continuous period.

Each year it has a special theme and this time it was the commercials; and having tried out several examples belonging to my friend Barry Goodman from nearby New Milton (and that have appeared in *HC*), I had to go along and see what other surprises would be there.

Perhaps the well-known six-wheeled pick-up would be there; or another that I have seen at shows in the area – but not recently – is a Seven in full camouflage livery and with 'armoured' bodywork.

Unlike some national rallies I have been to, this one allows visitors in their 'non-Seven' classics so at least my Austin hearse fitted in. Being able to attend only on the Sunday, I missed any activities that happened on the Saturday night including the road run that some of the entrants do.

### BARRY'S BARN FIND

I had not heard from Barry in the several weeks leading up to the show, so I sent him a message and he confirmed he was going and we would meet up at the nearby petrol station at 9.30am; but he would not be driving a Seven – strange I thought.

I turned up at the allotted time and my mouth dropped and my eyebrows were raised – what the hell was that chicken shed on the back of his car transporter? All I got was a big grin from him and he proceeded to tell me the story of how it came to be.

"Ah, you need to know the right people," he said with a wry grin. "This has been in a barn with another Dorset area Austin Seven club member – and therefore is a genuine barn find I might add, unlike some you see on eBay. The crazy thing is no one knew about it – plus it was only two miles down the road in Bashley."

We walked around and I am sure it creaked on its wood-wormy frame as we chatted: "Yes, even our own members did not know that this was in the barn. Luckily, the owner knew how much I love the commercials and having an early Chummy and a later chrome radiator van, he knew that I wanted the later Ruby-style version and, along with a saloon, a four figure sum was negotiated."

The pictures give a good flavour of how much work will be needed. We are not talking about an odd welded-in plate or panel here or there, it was rough.

So, a sound chassis of some sort is required before the body can be removed. Then a complete wooden frame would have to be formed and every single body panel will require some sort of rust removal; shot-blasting or acid dipping probably not being an option with such an antiquated body. All the running gear, brakes, suspension and more will need stripping and either new items fitted or older items sent off for refurbishment.

This project is not for the faint-hearted, but

*"This is no ordinary van or even an Austin Seven, which is why I paid so much."*

was Barry undaunted? "Oh no. When I collected it, the first thing I did was strip the engine, and the heads are soaking in cola; and thanks to a good club spares service, some of the relevant panels are now on order and those that are just a tad too expensive I will get remade and welded in.

"It is going to be a very price-related project. In fact I have a mobile welder coming soon to start on the process. I will do most of the work including the woodwork. I have a friend who can supply the wood and I will use my old kettle method of shaping it."

I could tell that Barry meant every word he said; even without a big toothy smile, his ring of confidence was truly evident. He continued to explain his future methods of madness.

"I may well strip the saloon I have and use most of its parts; however, if I sell that on I will get some much-needed money to sink into the van. Surface rust aside, the main panels are straight and I have new door skins and all four wings ready.

"The bonnet will be kept but look at the shut lines, they are perfect and almost a shame to disturb them," he enthusiastically pointed out; and I noted that they were millimetre perfect. He continued: "The most problematic area I think will be getting the rear doors sorted out as they have a slight curve in them."

I still wondered why he actually bought this example as surely at some point a Ruby van would come up: "Yes, they do from time to time," he tells me, "but they do not have the uniqueness that this one has.

"This is no ordinary van or even an Austin Seven, which is why I paid so much. The owner stated that this is the very last Austin Seven built and therefore it will definitely get restored. I have planned for a maximum of two years."

Barry explained that he wrote to the club historian who told him not to say any more but simply gave him the registration number of the last Seven made, FKT 530, and Barry smugly said yes, that's my new baby.

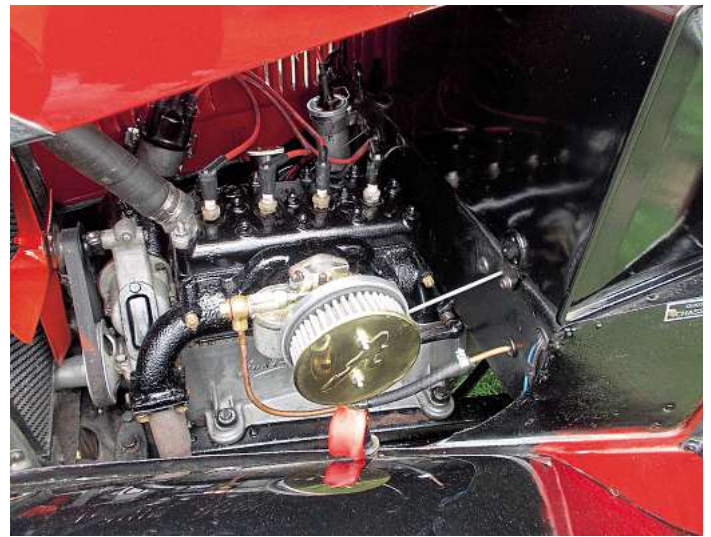


Mervyn Hoyles' 1936 'fruit & veg' van is a regular on the show circuit.





Jeffrey Blight's 1929 Dunlop replica van has a completely coachbuilt body. Note the lack of a passenger door.



The miniscule but mighty 747cc sidevalve engine that delivered so much to so many.

Under that faded and peeling paintwork is the business Brown Brothers, West Court Dairy, Detling, which owned it until 1970. It went on to Swindon for many years and following that into a private collection, and then that's where Barry comes in.

Many people, including myself, have said he needs to return the van back to its original guise, complete with a wooden storage box where the passenger seat would have been, and he said he will but he may involve magnetic signage as he wants his own 'livery' on the side too.

If anyone remembers this van or the business or has any information in general, please contact me via *HC* and I will pass it on.

### BEAULIEU OR BUST

It was the classic story that we have all heard and indeed seen. I followed him and smiled as chunks of rusty metal and other debris fell off as we were heading towards the show, the body gently rolling and bouncing on the ageing springs. But even in that condition, it was a head-turner.

Indeed, after unloading it at the show, bees around a honeypot was the order of the day as people were either envious at what was sitting in front of them or simply amazed that someone was taking this on. Barry even won the Best 'Work in Progress' trophy.

However, let us not forget the other lightweights of the show, some of which are

shown here. A total of 14 commercials were on show from the earliest to the last types, and in various body configurations. Sadly, some owners I didn't even get to speak to (where do they hide for a whole day?)

But one that I did was Mervyn Hoyle with his concours fruit and veg van. He showed some of his literature collection and inside was a delightful example of a commercial variant, hence its inclusion here.

I reiterate what the title says. These little babies were arriving in droves and buzzing merrily around the field, and I still have not forgotten just how many variations there were, whether saloon, convertible, sports, specials. There were also driving displays, a huge Seven autojumble and a group of trial cars using the banks.

I again tip my hat to the popularity of the Austin Seven and thank Ian Nelson for welcoming me and putting on a good show along with the other members.

### THE MILK TRUCK

In its handbook, Austin was keen to show the virtues of such a small vehicle and how it could benefit even the smallest of businesses and in particular the smallholder and farmer.

"The Austin Seven milk carrier shows the complete suitability of a particular vehicle built for a definite trade purpose. Its speed makes the van an unquestioned time-saver while the work of delivery is in progress, and where the employee is also engaged in farm labour, his earlier return from the milk round enables his services to be utilised on other work.

"Thus in a 10 or 12 mile trip, twice a day from farm to town and town to farm, a saving of nearly two hours is made when a motor van is used."

The handbook points out how suitable the milk carrier is for other smallholders and their requirements and how it easily beats a horse-drawn cart. It is interesting to note how the milk carrier is actually a converted saloon/tourer instead of a specific van, and the dual-purpose nature is another marketing ploy described in depth.



Three types of rear door – coachbuilt, hi-line and standard.





Both of these vans hail from 1937 and show the difference in frontal styling between the two types.



Two of the three 1923 Chummy vans that were on display – simply delightful.

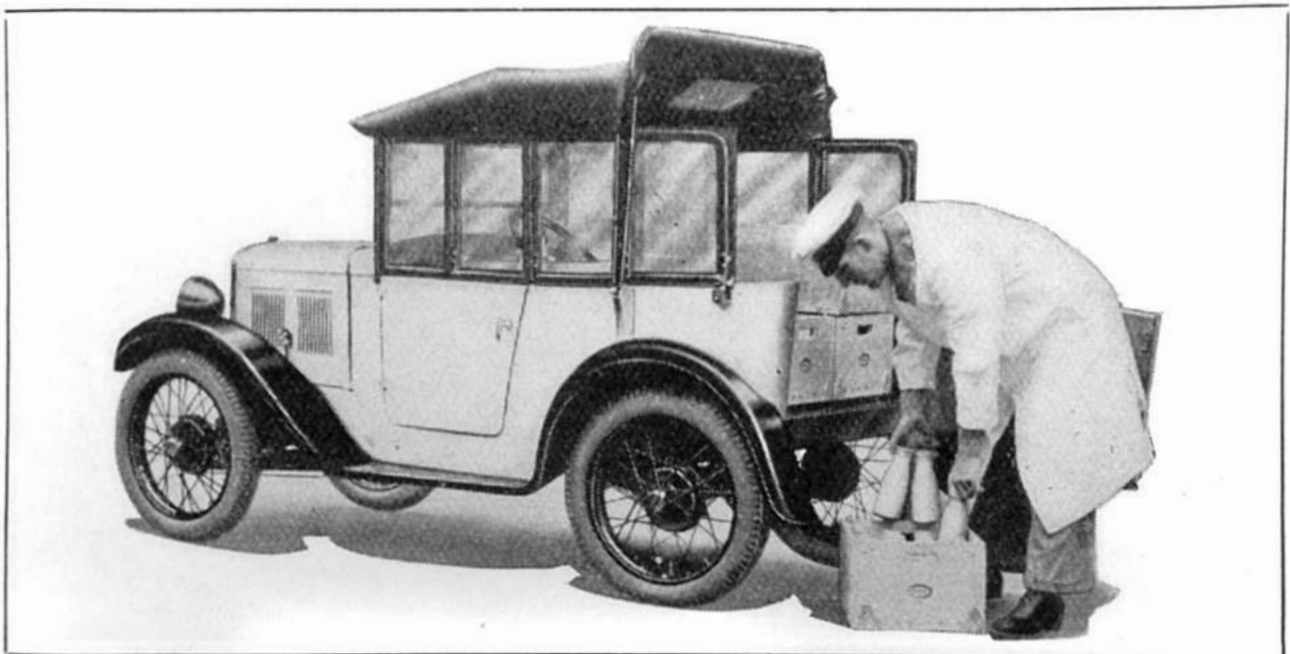


Nick Salmon's 1937 special 'Camionette' pick-up.



John Grundy's 1937 van is largely original right down to the signwriting of the first owners.

## THE AUSTIN SEVEN MILK CARRIER



*The Austin Seven Milk Carrier is a dual purpose utility vehicle. When the car is not in business use, the rear hood can be lowered and the car is then indistinguishable from an ordinary tourer. Price at works, £125.*





Callander Transport

# the wheels that never cease

The market town of Forfar may seem an unlikely place to be home to one of Scotland's premier haulage companies, but during its heyday Callander Transport could put 50 vehicles on the road. **Bob Weir** spoke to Vivian Fiskén about her great-grandfather's company.

Words: Bob Weir Photography: Bob Weir/Vivian Fiskén collection

**C**allander Transport's company motto was: 'The Wheels that never cease'. Founded in 1883 by Vivian's great-grandfather David Callander Snr, it started out using a humble horse and cart. By the time of the company's golden anniversary it had grown to become one of the largest employers in the area, and its fleet of lorries was a familiar sight travelling up and down the UK's highways.

In its heyday, Callander employed over 200 drivers, with a total of 4250hp at its disposal. At this stage in the company's career, it was using mainly Dennis lorries. These versatile vehicles could handle a wide variety of loads, and included tippers, removal vans, livestock transporters and general haulage. They were also heavily involved with the farming community, which is still the backbone of Forfar's economy.

Known locally as 'Caley' lorries, these ranged in carrying capacity from 30cwt to 12 tons. At one point, the fleet of over 50 vehicles was hauling over 100,000 tons of goods each year, down to the docks at Dundee for shipment to Hull and London. During this period, Dundee was home to one of Scotland's busiest ports, thanks to the exploits of firms like the Dundee Perth & London Shipping Company.

## STEAM POWER

In addition to its fleet of vehicles, the company also owned seven steam traction engines and steam rollers that were used as part of its subsidiary road repair business. Callander's promotion leaflets also boasted 30 heavy draught horses that were available as backup in the event of an unforeseen emergency.



Vivian's father takes delivery of a new Foden FG tipper. The photograph is captioned 1956, and the location is the company's Roberts Street yard.

During this period, the firm also expanded into other areas, and acted as sole agent to the Dennis Company for the whole of the Kincardine and Angus region. The firm was also heavily involved in mining, and operated out of the Cunmont quarry near the village of Kingennie between Forfar and Dundee. Based on the plug of an extinct volcano, the stone quarried was whinstone, a hard, black stone which is crushed to make chips for road metal. The quarry covers approximately 14 acres, and continues to be used by aggregates companies.

All the vehicles were maintained and

serviced in-house, and kept under one roof at the company HQ in Roberts Street near Forfar town centre. Apart from the usual garage facilities, the firm also employed a small team of blacksmiths, saddle makers, joiners and painters.

Vivian still has a home in the area, and has fond memories of the family company. "My great-grandfather started the company at Kingsmuir, a village to the south-east of Forfar," she explained. "After a while it moved into the town proper, as a local contractor using a horse and cart. I believe the firm also owned some milk dairies back





Another Foden FG tipper decked out in Cunmont Quarrying & Contracting livery. Note the Roberts Street address. When the transport fleet was nationalised, the Callander's quarrying operations were unaffected and it was business as usual. This allowed the company to tick over, until normal service could be resumed.

then. By my grandfather's time, the business had settled in the new premises in Roberts Street close to the town centre.

"Apart from being contractors, the firm also owned the Cunmont quarry, and was heavily involved in road making. Things went along well enough until after the end of the Second World War, when the haulage fleet was suddenly nationalised. My father decided

to go with the fleet of Callander trucks, and went to work for British Road Services. Once road transport was eventually de-nationalised by the government in the early 1950s, he came to the arrangement and re-acquired the fleet.

"Looking back with hindsight, I think my father thought that the BRS episode was a total waste of transport. Although the old



A superb shot of a Foden S-Series in Callander livery taken at the Scottish Motor show held at Kelvin Hall, Glasgow in the 1970s. The event was a showcase for commercial vehicles, and attracted large crowds. Vivian can still recall going to the event, and remembers that her father was very pleased with his new lorry.

Callander lorries were still managing to make a profit, the rest of the nationalised service was losing money. BRS also took out the personal touch, which was such a big part of Callander Transport's success. This was obviously important to the family, being long-standing members of the local community. But he put up with it, because he loved working in transport; that was his life."



A later photograph featuring two other tippers, a Foden S20 and a Commer CA. The location is probably the Cunmont quarry between Forfar and Dundee. The quarry was a major producer of road stone, and a lot of the material was transported by Callander transport to Dundee for shipment south by boat.



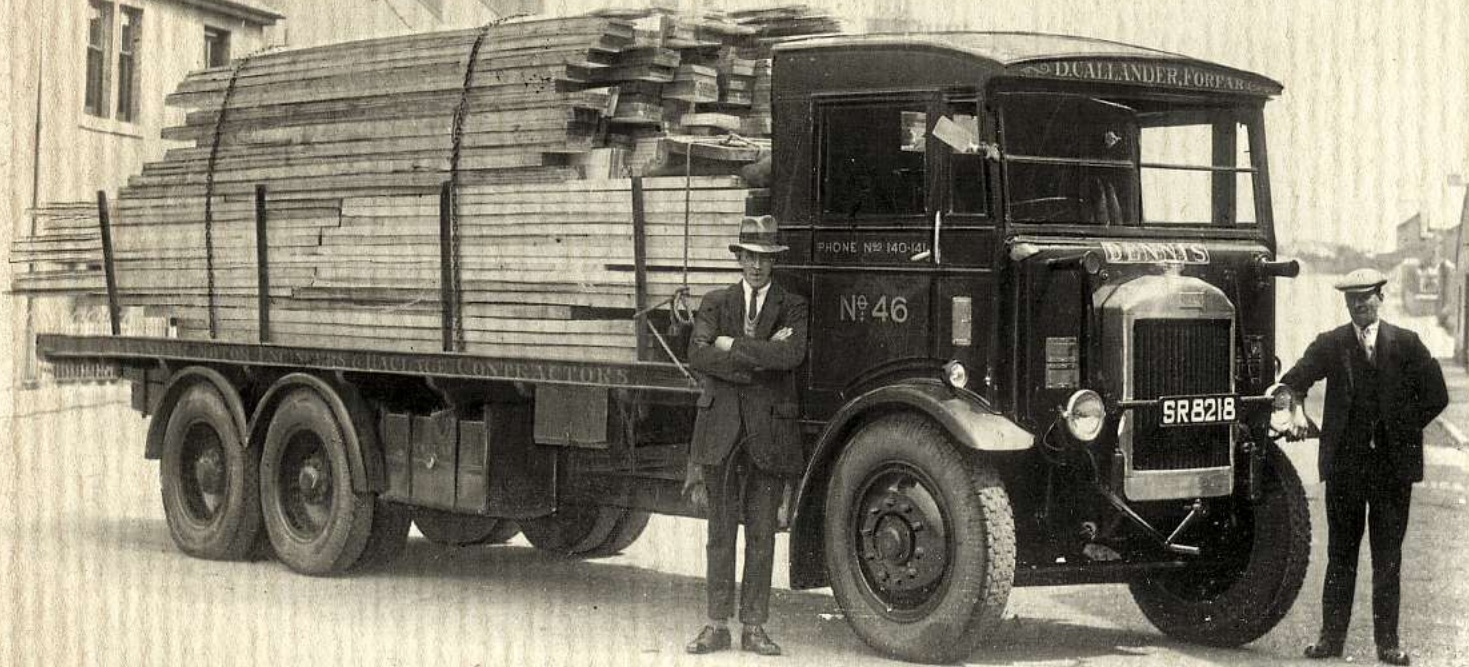
A Dennis tipper hard at work, probably at Cunmont quarry. A lot of the material went to make roads either for local use, or shipped south to London.



Dennis trucks from the inter-war years were usually designated by their load bearing weight. This lorry is believed to be a 30cwt.



An atmospheric shot of a pre-Second World War Dennis lorry fully laden with a load of wood. The location is probably somewhere in Forfar. The 'No 46' on the side indicates the size of the Callander fleet during this period.



**BACK IN BUSINESS**

Fortunately, the UK government de-nationalised the road haulage industry in 1953, and it was back to business as usual. “Now that he had the fleet back, he started up again pretty much where he had left off. The business continued to prosper, and I believe during the next few years the company used a variety of different trucks. Things continued this way, well into the 1960s. By this stage the company had grown in size, and was quite large. It was still a major employer in a town with a population of only around 12,000.

“Unfortunately, there were no sons to carry on the business, so in the end my father sold out in 1969 to a Glasgow based firm called Kings & Company. I have been given to understand, that this was subsequently taken over by Tarmac.”

Over the years, Vivian’s grandfather also managed to forge an excellent relationship with Foden. This put Callander Transport in a strong position, when demand for the Sandbach Company’s vehicles was strong.

She said: “As I recall, my grandfather placed a large pre-paid order with Foden at the end of the Second World War. This was at a time when Foden was really struggling. One of the benefits was that it forged an excellent relationship with the company, and gave Callander Transport priority when the time came to order new vehicles. It also resulted in the family being granted the local Foden dealership.”

Vivian also remembers there was a family atmosphere in Forfar back in those days.

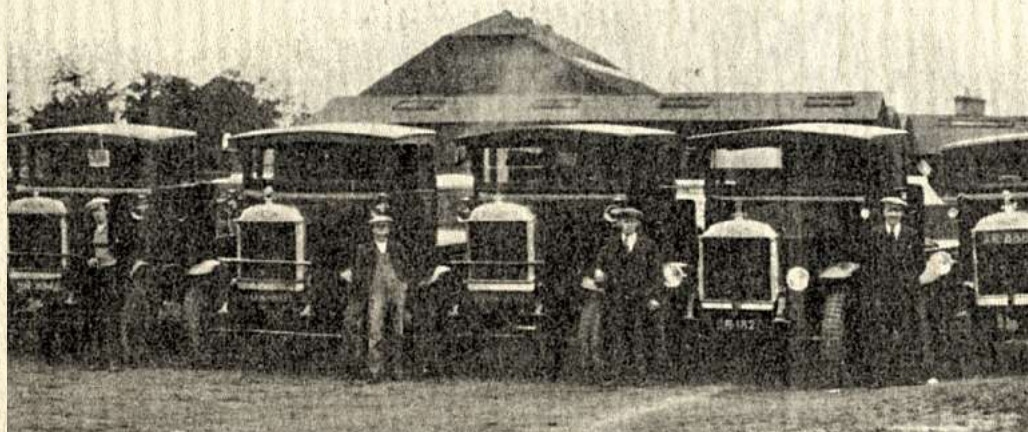
This would prove particularly important, when the town was in the grip of the harsh Scottish winters.

“Everybody was prepared to muck in back then,” she said. “Callander Transport employed a lot of people in what was a comparatively small town. When the snow came during the winter months and the trucks couldn’t go anywhere, some members of staff were always sent out to clear the roads to keep things moving. They would also sweep all the paths for the retired folks. There was a strong sense of community spirit in those days. Everybody looked after one another, and it was very much a family affair.”



Another 30cwt hard at work. Some of Callander’s old drivers are still alive, and are members of the Strathmore Vintage Vehicle Association.

A superb photograph of the Callander Dennis fleet, lined up for inspection. It originally appeared in a local newspaper.







**LEFT:** Jim Aitchison from East Lothian owns this 1919 flatbed. It is believed to be the only surviving Callander Transport Dennis lorry from the inter-war years. SR 1614 also gives a valuable insight to the Dennis lorries of this period. The majority were equipped with factory-fitted White & Poppe petrol engines, as diesel power was still in its infancy. By contrast, Callander Transport preferred to install 4LW Gardner diesel engines mated to a four-speed gearbox. The lorry was built before the introduction of starter motors, and has to be fired up using a starting handle. According to Jim, they are also a handful to drive!



Another refurbished Callander Foden, Lyall Norrie from Forfar's rare FGU 6/24. The lorry was taken over by Kings & Co when the Callander family decided to sell the business in 1969. It was subsequently owned by the late Willie Smith until 2008, and was recently restored by Lyall and fellow enthusiast Ian Johnston. See *HC* October 2014 for the full story.



**BELOW:** Making hay in the postwar sunshine. Motor transport had become essential to agriculture, replacing both the horse and traction engine. Forfar was the hub of a rural community, and the former Callander fleet now temporarily painted in BRS livery would have been heavily involved.





# BRINGING HOME THE BEER

This month I've chosen delivering beer as the theme. However, I use the word 'beer' in its broadest possible way. I do like the odd pint but I prefer real beer, not some of that trendy modern stuff. I'm convinced a lot of it is produced in a barn by cats

trained to use bottles rather than litter trays.

Anyway, as per usual we have very little information with these photographs, so if you can help fill in the gaps please email or write in. The addresses are on page 45.

We'll start with how it used to be done – and still is by some breweries on special occasions. This horse-drawn dray was used by Young & Co and was photographed in Wandsworth in 1956. The Ram Inn dates from 1883 – is it still there? And note the trolley buses, including the 628 to Clapham Junction. NA3T photo ref HuC1227.



As if to confirm just how long horse-drawn drays were in use by the breweries, this photo was taken five years earlier than the previous one, in 1951. This is Bignalls Corner and the lorry is a Commer Superpoise used by Wrexham Lager. NA3T photo ref Hu02869.



This Maudslay Mogul was photographed in Tiddington Road, Stratford-upon-Avon, in 1953. It was operated by William Evans & Co, a cider maker of Hereford, and carries the names of two ciders, Ridlers and Golden Pippin. NA3T photo ref Hu06050.





If I had a quid for every time I've done this job I'd have retired by now. And this bloke's got a visor and waterproof suit – I didn't have such luxuries, and our lorries were on fishmeal! Anyway, this photo shows Courage's fleet number 136, a Guy Big J4T, at the Berkshire Brewery in July 1981. NA3T photo ref Jsc00559-68.

It's the same date and location as the Guy photo, but this time it's fleet number 94, a Volvo F10, that's getting spruced up. NA3T photo ref Jsc00559-26.







A fantastic shot, full of nostalgia. This is Sidbury in January 1967, and a Banks's Leyland makes a delivery to the King's Head pub. NA3T photo ref JM12262.



We've no date or location unfortunately for this Courage Volvo FL6 and John Smith's Extra Smooth liveried curtainsider. The Chubb's building in the background, together with the Prince Albert pub, must give somebody a clue. NA3T photo ref VS01045-02.





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Berkshire Brewery again, but this time it's August 1980 and a Lansing Bagnall forklift unloads aluminium kegs from Courage fleet number 218. NA3T photo ref JS00351-02.



Do any of these photographs trigger old memories? Perhaps this used to be your lorry or you recognise the company name or someone in the photograph. Don't be afraid to write to us...

Stephen Pullen  
Heritage Commercials, Mortons Heritage Media, PO Box 43, Horncastle LN9 6LZ  
email: [spullen@mortons.co.uk](mailto:spullen@mortons.co.uk)

London's Archway in April 1972, and a Whitbread AEC Mandator threads its way through the traffic. NA3T photo ref VS01381.



We'll finish with a drop of cider at Hyde Park Corner in July 1972. This little Ford D Series was operated by Taunton Cider and, if the signwriting is to be believed, has just travelled up from Somerset with a load of Autumn Gold. NA3T photo ref VS02664.





This 1967 Foden S21 had a heavy duty export type specification.



# MG Pentus Brown

In the ever-changing world of road transport many well-respected names have been consigned to the history books. **Adrian Cypher** tells the story of one such company.

**O**ne family that progressed from modest beginnings to become principal participants in the British road haulage industry were the Browns of Leighton Buzzard.

The Brown family's first serious venture into haulage was undertaken by the larger-than-life character MG Brown. His father, who had several business concerns, including a public house, had scant regard for book learning and favoured a hands-on approach.

At the age of 12, MG was removed from school, given a horse and cart and the responsibility of a brick haulage contract. This early introduction to the harsh realities of life meant that he was capable of taking on his father's interests by the age of 17.

Concentrating on the haulage business, in 1908 he bought a Tasker Little Giant steam traction engine and the emerging firm was named MG Brown and Son. As the firm progressed a series of Garratt steam wagons were purchased to which MG made modifications which were often adopted by the manufacturers. However, by the outbreak of the First World War Foden had secured a large slice of the steam market, and MG Brown switched over from Garratt and bought a series of its six-ton over-type models.

In the earliest days Mr Brown acted as maintenance engineer as well as businessman and his son drove the wagons. His son, however, was more interested in farming than haulage so, although he stayed with his father long enough

to see the company firmly established, his choice was to pursue a career on the land. During these war years vehicles were difficult to obtain and MG Brown imported a Pierce Arrow lorry (NM 2017) from America which was hired out to the local council to maintain the roads.

The postwar period saw the firm's continued expansion and the purchase of its first Foden DG diesel. Such was the allegiance to Foden products that the two families became well acquainted to the extent that members of the Foden family would spend weekend holiday breaks at the Brown's home. This bond was to see Brown still buying Foden vehicles some 60 years later and the claim to be the first customer to purchase a Foden two-stroke, six-cylinder powered four-wheel tipper.





## A GIANT OF HAULAGE

A grandson was born and given the name Pentus because he was fifth in the hereditary sequence, 'pent' being Greek for five. From an early age he became involved in both his grandfather's and father's businesses.

MG continued to maintain a keen interest in the firm's activities long after his official retirement. He was a remarkable man, both in business and constitution. Although of relatively short stature he weighed 32 stones and lived to be 90, he died on August 28, 2008. He regularly attended the Earls Court show to see the Foden exhibits and his family provided him with two chairs for these excursions.

When Pentus started his own business a cousin of his, Ted Dawson, was building up another haulage company in the same town of Leighton Buzzard. About 1949 the Browns and Ted Dawson together took over the firm of Frederick Ray Ltd of Bedford. This latter company was the Foden service agent for the region until 1965 when it was sold to enable each of the principals to go their own way. At this time Pentus's aunt Marion had control of MG Brown which she continued to run until her retirement in 1967 when it was taken over by Pentus Brown Ltd.

Over the years the Brown family operated a memorable variety of vehicles. The Foden fleet included numerous eight-wheel rigid dropsiders, together with a number of similar Guy Invincibles. With the move to articulation Fodens continued to be specified, while years later saw the inclusion of Deutz and Scania models. Notching up another 'first', Brown was credited with being the first operator to place a Scania LB110 tractor unit in service. Registered JMJ 8480 and named 'The Wyoming' it was extensively used by Scania in its advertisements of the day.

The firm had also enjoyed extensive press coverage when, in 1965, it put its 6x4 Foden S24 unit, BBM 514G, on the road. It was coupled to a Crane Fruehauf fast discharge pressure powder tanker of 700cu ft. Discharge was achieved by a Gardner-Denver blower coupled to a Deutz air-cooled diesel mounted on the rear of the tank. With its 150 Gardner 6LX at 32 tonnes it probably wasn't very swift but it must have had some redeeming features as after seven years in service its regular driver was still resisting attempts to allocate him a more modern vehicle.



**1:** Not everybody's choice to learn on. Perhaps the theory was 'if you can drive this...'

**2:** It was a bit ambitious to think that this 135bhp CC15 tractor version of the Commer Maxiload was going to withstand the way that Brown worked its wagons.

**3:** The spherical tanks behind Guy Invincible EBM 727D are reminiscent of Tunnel Cement.

**4:** 1965 London registered AEC Mandator Mk.V was sourced second-hand and pulled all types of trailer.

**5:** It was an era in which it was fashionable to adopt a modern livery, but in some cases it was no improvement.

**6:** Plain but quite comfortable, this Seddon 30-4-6LX was one of several.

**7:** Maybe it was the anniversary of its birthday, but something prompted the firm to resurrect the name of the founder when lettering this.



## Haulage company history



### SWEDISH PIONEERS

Pentus Brown was an early purchaser of the Scania Vabis LB76 model which was regarded as setting a high standard. Even so, it hedged its bets with similar numbers of air-cooled Deutz, which probably had the edge on price. Also, these were combined with gratifying orders for British-built vehicles that saw Foden, ERF and Guy added to the fleet, invariably with Gardner engines, which were presumably bought for their reliability and economy.

Given their location, it was understandable that one of its main sources of traffic during the developing years would have been bricks. In the days before mechanically assisted loading and discharge the extensive use of handballing required the lorry platform height to be as low as possible. Pentus Brown

addressed this with its artics by having the fifth wheel mounted as low as possible, usually on the chassis rails, and having the rear top end of the chassis member chamfered to avoid fouling. In addition, the firm had Crane Fruehauf build a fleet of trailers with tapered chassis so that there was a fall of 7in to the rear. When the same manufacturer later supplied tri-axle trailers a modest reduction in height was achieved when Brown's specified twin 8.25 x 20 tyres instead of the usual 10.00 x 20 singles.

Some of the most memorable members of the fleet was the batch of bonneted 6x4 Macks that had previously been operated by P&S Contracts of Ballieston. Although impressive they proved impractical and were

subsequently exported to Australia where their full potential could be realised.

At its height Pentus Brown provided a full transport service to industry and fellow operators. From a new five acre site it operated powder tankers, liquid tankers, platforms, low loaders and tipping vehicles as well as small express vans.

Seeing goods storage as a developing trend, the firm had large warehouses and cranes capable of lifting 20 tons. The extensive maintenance facilities were also available to other operators.

Pentus's son John carried on the family tradition in haulage. After a two year stint in the Foden works, gaining practical experience, he became managing director of a new







16

16: The Scammell Explorer recovered the firm's own vehicles and those of its customers.

18: The 'graveyard' was littered with dead Deutz lorries waiting to be cannibalised – or rust away.

17: A well-protected load of bricks. Some trailers had the corners of the headboard painted white to assist with coupling at night.

19: The unit might be foreign but the load securing is pure British.

20: The British fight back. An ERF B Series might have done better but it came too late.



17



18



19



20

venture, MG Brown & Son International Trucking. As a wholly owned subsidiary within the Pentus Brown Group, it ran regular services to Florence, Milan and the South of France. An association with a large French haulier enabled it to cover a very wide territory. When overland movement of goods to the Middle East became a viable option, Brown had the necessary equipment to secure a share of the traffic.

An offshoot entitled Truck-Link was established to service and supply Fiat vehicles. However, whether the resources were stretched too thinly or it was a loss of its traditional traffic, what was once a comprehensive transport empire was destined to decline and disappear.

8: HNM 621F showed that the firm's enthusiasm for the Deutz extended to four-wheel flats.

9: Gardner 180-powered Guy Big JT. The diverse fleet probably caused some lively debate among the drivers.

10: A withdrawn Leyland Octopus had been robbed of a few parts and was due to lose its bulk powder tank.

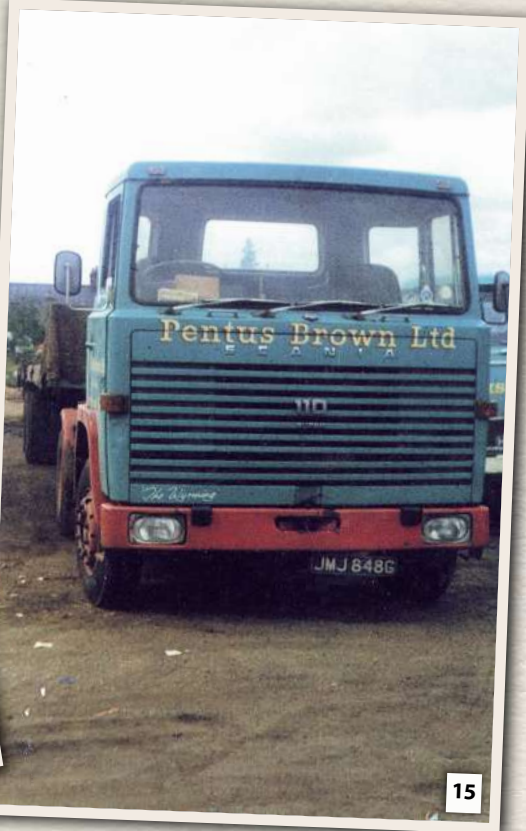
11: Even before HG Brown International Trucking was established this Foden S39 was running regularly to France. The seven-year-old S24 6x4 is in the background.

12: The driver of such a unit would have been the subject of envy in the 70s.

13: This Deutz had been new to J&H Transport Services of Peckham. It featured the cropped wings and chamfered chassis frame to avoid fouling low-sitting trailers.

14: All bulk tippers and powder tanks had their own hydraulic pumps and power units to enable them to couple to any tractor in the fleet.

15: The one that hit the headlines, JMJ 848G, the first in service in the fleet, and possibly the country.



15



# MEMORIES are made of this

**Peter Love** visits Staffordshire to view Alan Sale's excellent late 1951 Fordson Thames E83W 10cwt van, authentically finished as a Fordson tractor dealer service van.

**Words & Photography:** Peter Love

**I** have known Fordson E83W 10cwt vans and pick-ups all my life I suppose. This is partly because of my uncle, John Love, who had a lot to do with them at Renny's of Tonbridge, Kent, the local Ford dealership, where he ran the stores department for a good number of years and where an example was used as a service van.

Travelling in them was something I did on various occasions with a number of owners of these machines. I even worked on a few as an apprentice in the 1960s, although I was working for a BMC dealership by then and the E83W was getting rather long in the tooth.

Production started in 1938 and cost £168 and included Briggs Motor Bodies bodywork; in 1953 it became a subsidiary of the Ford Motor Co. Production of the E83W would continue until late summer 1957 when it was replaced by the (groundbreaking for its time) forward-control Thames 400E. By then some 188,000 E83Ws had been built.

It was fitted with the Ford 1172cc side-valve four-cylinder 10hp engine that drove a three-speed forward and one reverse (reverse is where first normally is) transmission, with synchromesh on second and third. The drive was the Ford preferred torque tube arrangement to the three-quarter floating rear axle and transfer leaf spring front and back.

The basic design was the same throughout, except when the centre throttle was discarded and the lever handbrake was changed to the – underneath the dash – 'pull up'. I understand the name was changed from Fordson to Thames in late 1951.

## RARE EXAMPLE AT SALE

Alan had noted that in the late Les Oakes' sale in July 2009, conducted by Thimbleby & Shorland of Reading, there was a late 1951 Thames E83W 10cwt van, DGV 862.

However, instead of Briggs' bodywork the van carried Marshall of Cambridge handiwork, making it very rare indeed. It had covered 90,000 miles from new, or so the working speedo head said.

Sadly Les Oakes, who was a dealer in demolition materials and other things, died in a road accident in which he was an innocent party. On the sale day, Alan was impressed with the condition of the van which was essentially complete and even included a log book. This told the would-be owner that the vehicle was first registered to a builder from Bury St Edmunds, whose bits and bobs, including paperwork, were still in the van.

On the side of the vehicle Alan spotted West Sussex Meal Service, how this fits in with the vehicle's history is still not known, perhaps a reader can help? It had been painted black at some stage, but was originally cream/light yellow. Bidding was strong and eventually Alan had to pay £900.

Having seen Mick and Heidi Blackburn's E83W in Fordson service livery in Sussex, Alan decided to create his own example in a similar livery, as he is a keen tractor and Fordson owner in his own right.

In fact his father had two E83Ws in the farm business, but they went long before Alan came along.



Back home after the sale, the Thames E83W is essentially a straight machine and not in as bad a state as you find most of these vans.



Those rear doors have turned out really very well on the Marshall-bodied E83W. Note those tiny rear windows.



*“It could almost be 1951 again!”*







Our proud owner with his just-restored van, yet another completed job from this veteran tractor restorer.

### AN IN-BETWEEN JOB

With so many projects going on it would be the winter of 2011 before Alan actually started the restoration of the van.

He stripped and lifted the bodywork off in the yard and placed the chassis in the workshop. Here it would be thoroughly rebuilt with new shackle pins, bushes and so on. The following spring, Alan sandblasted the chassis followed by spraying zinc primer on the raw metal, then top coating with a quick-drying synthetic black. Three to four coats were applied, remembering that each coat went off and was touch dry within 15-30 minutes.

The rear axle assembly was fine, but one of the rear hubs was stuck on the tapered shaft. It had to be heated up and with a made-up pulling device created by Alan, eventually it came off after consternation at the time.

New seals went in, but after full disassembly, the original brake shoes were able to be used again, as were the brake cables and so on, although the actual handbrake umbrella cable was replaced. He even stripped every leaf of the two transverse leaf springs; sandblasted them and painted as needed.

As Alan was to find out, the vehicle had been well greased and looked after, as had the steering mechanism as it was just about perfect. No joints were needed and even the king pins were just like new. That also applied to the front brakes and hubs which, after a good clean up, were all to be refitted and used again.

### RARE BODYWORK

The body was made up of aluminium panels on an ash frame made by Marshall of Cambridge, a company that still survives today. In fact in the late 1960s I can remember travelling to college in Tunbridge Wells on a Maidstone & District Marshall-bodied Leyland Panther single deck bus.

Damage was noted on the off side rear area, where the frame corner was broken. New wood went in and the panel was knocked into shape again. Similar panel beating was needed and the flat rear doors were reskinned in steel, only because Alan had an 8ft x 4ft sheet available and it would be a lot cheaper than aluminium. New glass went in the two doors and the door side windows, but the windscreen itself came up well and is still original.

All the bodywork and frame were sandblasted and filled where required, as were the excellent rear and front wings. The fuel tank and rear radius arms had been damaged at some stage by a forklift by the looks of things, possibly in Les Oakes' days. The radius arm was straightened and the tank all sorted as such and sealed inside.

The basic bodywork was completed and the dark green paint applied to the underneath sections of the body and the chassis and bodywork were all mated together again.

Already in the workshop and the front is off the E83W 10cwt.





## LIGHT OVERHAUL

By this time the 10hp engine had been stripped as it was very free in the first place, and just piston rings were needed, plus a decoke and the valves refaced. A new timing chain and seal were also required.

Turning to the fuel system, the Zenith carburettor was fine, but one of the flexible braided lines was cracked and so was replaced along the way. The electrics were given a small rewire, but essentially it's still the same wiring loom that's in excellent order, and of course a new six-volt black battery was an essential replacement.

One new rear light was needed, which was found on eBay, but the headlights are the originals and the lenses cleaned up well – with new bulbs of course. As for the distributor, again it was fine, but points, condenser and plugs were replaced, as was the coil. After it wouldn't start one day the original coil was fitted back and it now runs a treat – which is amazing, but Alan thinks the new coil is fine really, and the E83W was just having an off day.

As for the three-speed forward transmission, it was cleaned and nothing was untoward with it, so it went back in the chassis. A replacement box came with the van from the sale.

All in all the van runs well and was driven around the yard with its new upholstered seat earlier in 2012 on its two original 600 x 16 Firestone tyres and wheels, and two replacement front tyres and tubes that were acquired at great expense, Alan tells us.

## GREAT PROGRESS MADE

Next was the final painting, which was begun in April/May 2012. It started with the application of the orange first, this was matched to a Scania colour, and after masking up the blue that was found on a Mercedes paint chart was sprayed on a few months later – when time and weather allowed. At last it was time to fit the front bumper, which had to be heated up to be straightened along the way.

It was looking good and the final signwriting, a key element for this service van, went on in the summer. Painted Projects undertook the job, and hand painted on the side went the words 'Farm Services Fordson Agents' besides the famous Fordson crest. All depicted as is the period E27N p/p on the van panel.



All sandblasted on site, the cab has primer applied before repairs are made to the nearside door, which features a number of former rusted areas.



All stripped down to a chassis and wheels showing the original construction that's in great condition.



All up in the air with the bodywork removed by jacking it off the mountings.



The 10hp engine only required a light overhaul.



## Classic lightweight

### DAY OF JUDGMENT ARRIVES

On August 17, 2013, it attended the Ashbourne Show, and was driven the 30 miles there and back successfully.

When asked what it's like to drive, Alan reveals that it's very relaxing. 30mph is the top speed, but it has plenty of torque and goes well in the three-speed arrangement. As for the cable brakes, well... they do stop you, but it takes a while, as one expects. There is no passenger seat in the van, as it has never had one from the offset. It looks a proper commercial vehicle of its period and isn't over done in the process, which I love to see.

Perhaps the E83W design should have been phased out a few years earlier when compared with the products from Morris, Commer and Bedford in particular. However, it had its fans to the end and was relatively cheap to run. It went on to serve many into the late 1960s and early 70s.

Alan's example is very much in period with its spectacularly livery. It's certainly full of nostalgia and made its second rally appearance at the Blue Force 1000 event at Newark on June 28-29, 2014.

If you want to read more on these vehicles then [www.e83w.co.uk](http://www.e83w.co.uk) is an excellent website to visit.



The reconditioned 10hp engine in place and the body can be lowered on.



Paintwork almost done. The colours are courtesy of the Scania and Mercedes paint lists.

### Unravelling Ford codes John Love recalls:

E = England  
8 = start of production (1938)  
3 = 10hp engine  
W = light commercial

### Numbering system Basic number for all range

i.e. cars/commercial

7550 = clutch disc  
Add prefix E83W 7550  
Add suffix E83W 7550 B indicates modification or later model

### Groups

1000 = wheels and bearings etc  
2000 = brake system  
3000 = steering  
4000 = final drive  
5000 = springs (suspension)  
6000 = engine  
7000 = transmission  
8000 = cooling system  
9000 = fuel system  
10000 = electrical  
11-15000 = unknown  
16000 = wings  
18000 = shock absorbers (suspension)  
There was also non-basic system  
Example = E15-Z-1.

Another happy customer one could say, as the van can head off to service another Fordson tractor.





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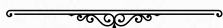
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*The Carole Nash*

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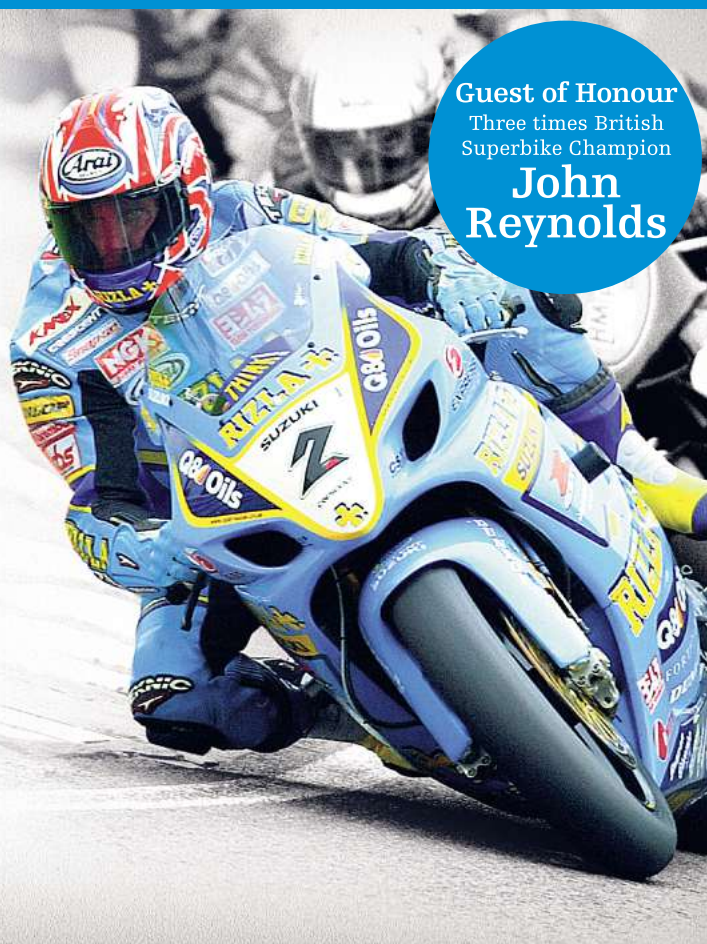
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**CLASSIC BIKE GUIDE**



Guest of Honour  
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 Superbike Champion  
**John Reynolds**



# WORLD number two

The first Volvo truck was car-derived and built in 1928. **Ed Burrows** records the history of a group that today ranks as the world's second biggest commercial vehicle manufacturer. **Words:** Ed Burrows **Photography:** Ed Burrows, Niels Jansen, Volvo Group, John Wynn Archive

**I**t denotes the male gender in biological science and the planet Mars in astronomy, named after the warrior god of Roman mythology. A circle with an arrow projecting from its circumference at a position between the one and two o'clock positions is also the basis of the Volvo badge.

It says much about the self-image of the business at the time the badge was dreamed up, and the way Volvo wished to be perceived in the marketplace.

The values and assertiveness that can be read into the emblem have clearly paid off. The Volvo Group ranks second only to Daimler (Mercedes-Benz, Freightliner and Western Star) in the world heavy trucks market. (The wider Volvo Group embraces the Mack, Renault and UD – formerly Nissan Diesel – nameplates, and joint ventures with VECV and Eicher in India and DVT and Dongfeng in China.)

With a payload rating of 1.5 tons, the first Volvo truck was introduced in 1928. It was derived from the first Volvo car, launched the year previously.

Courtesy of leading industrialist Jim Keyden and Scottish road transport entrepreneur Jim McKelvie, Volvo trucks arrived in Britain in 1967. McKelvie and Keyden successfully pitched Volvo with the idea of their Ailsa Trucks business becoming the sole UK concessionaire.

The move was to cause Volvo to reinforce its ambitions to penetrate markets beyond its comfort zone of Scandinavia. The taste of Swedish quality that Volvo F88 and F86 models gave British hauliers was also among the catalysts that brought about the demise of Britain's indigenous truck manufacturers.

Operators and drivers alike became enthusiastic about turbocharged power (alien to the Brits in the late 1960s), together with exemplary reliability and refinements such as effective cab heaters and, even more significant, the support of an efficient dealer network.

Growing UK sales volume resulted in the establishment of an assembly plant at Irvine in the West of Scotland. When production ceased in 2000, Irvine had turned out some 60,000 truck and bus chassis. More than a mere satellite plant, under Jim McKelvie's influence it was responsible for Volvo supplementing its







By the mid-1930s, steel cabs had replaced coach-built structures and Volvo secured a dominant position in the Nordic market.

two- and three-axle tractors and four-axle rigids, and from the F Series onwards was a springboard for other heavy truck variants that became worldwide winners.

Although the UK no longer figures in the list, Volvo's global reach extends to factories in nearly 20 countries. Combined global output of trucks currently exceeds 200,000 units per annum. As well as Sweden, its various plants, subsidiaries and joint ventures

extend from Belgium, Russia, the US, India, China and Brazil to Saudi Arabia, Taiwan, Malaysia, Thailand, Australia, Morocco, Tunisia and South Africa. Under US pressure, and irrespective of Sweden's neutrality, Volvo pulled out of Iran in 2012. When Renault's sales are added to Volvo's, the total UK market share of Volvo Group products is around a quarter of the 15 tons-plus commercial vehicles segment.



Heavy-duty N88 Series trucks had seven- or 10-litre turbodiesels and were technically sophisticated in every respect.



The 'Roundnose' Series remained in production from early in the Second World War until the 1950s.



As the 6x6 TVC artillery tractor of 1942 demonstrates, Sweden's neutrality didn't prevent its armed forces from having state-of-the-art kit.



The LV15 Series had an extended engine hood to accommodate a diesel engine. In 1949, output was upped to 100bhp.



The N88 was Volvo's 'King of the Road' until dethroned by the shift in emphasis to forward-control heavies.



The L430 Trygge five-tonner was introduced in 1957, initially with a petrol engine, and a 65bhp Ford diesel from 1963.





Volvo's normal-control mainstay in the medium-payload class was the Viking, available in two-axle and three-axle specs.



Kenny and Ray Walsh restored this 1966-vintage N86 and fitted a recovery system. It is still active, chiefly on standby for a bus and coach operator.



The F86 ran rings round its British counterparts for driver comfort. This particular example was the first one sold to a UK operator.

Today's FH, FMX, FM, FE and FL Volvo models continue a line of forward-control trucks that began with the LV75 of 1933.

### EARLY DAYS

Although they no longer have direct European Volvo counterparts, the VNM, VNL, VNX, VHD and VAH series of normal control 'conventionals' sold in North America continue a layout that has been a Volvo tradition that began with the initial Series 1 and 2 four-cylinder DA petrol-engined chassis of the late 1920s.

Engine output was 28bhp. Rated payload was 1.5 tons (with a gross of three tons). Maximum speed was only 40kph or thereabouts. Brakes were on the rear wheels only. Despite being relatively pricey, the Series 1 and 2 models succeeded by virtue of a quickly gained reputation for ruggedness. Although Volvo built complete vehicles, most customers purchased basic chassis fitted with bespoke cabs by local bodybuilders. The first commercials were actually pick-ups, supplied to the Gothenburg postal service.

Conscious of building vehicles that despite high quality were somewhat behind their competitors in design and performance, in 1929 Volvo introduced the Series 3 model, powered by the 55bhp, 4.1-litre, six-cylinder, seven-bearing crankshaft DB engine. The new 'six' had overhead valves, in contrast with the side-valve version of the same engine installed in Volvo passenger cars. The LV64 LF trailing-axle six-wheeler option was introduced to widen the market for the Series 3 and comply with restrictive axle weight regulations.

The early 1930s saw accelerating progress. Wooden spokes were replaced by steel wheels, and the first higher-payload LV66 and LV68 Series trucks rolled off the assembly lines. Engine choices were side- and overhead-valve petrol units with up to 65bhp, together with the interesting multi-fuel Hesselman engine. Designed by Swedish inventor Jonas Hesselman, it was based on a low-compression petrol engine but with an injection pump. It could run on diesel or petrol – useful given the rudimentary nature of fuel distribution prevailing at the time. It remained an option until the mid-1940s.

The higher payload LV66 and LV68 specifications were not as popular as had been

*“Volvo is also owed a debt of thanks from drivers who may not necessarily be at the wheel of a Volvo”*





With evident US cabover influences, the two-axle F88 became the prototype for all successive European heavies.

hoped. Even though power was increased to 75bhp, this was insufficient for snowploughing, which at that time provided truck operators with an extra source of income during the long Swedish winter. The range was subsequently widened to include alternative wheelbase lengths.

### ONWARDS AND FORWARDS

The first forward-control model, the LV75, made its debut in 1933 at the Amsterdam Motor Show – evidence of growing export ambitions. Chassis applications extended from refuse trucks to rural buses. The LV75 remained the sole Volvo forward-control model until the first ‘F’ trucks appeared in the mid-1950s. Buses were, by now, a significant part of the business and, as an alternative to using truck chassis, a dedicated bus model was introduced in 1934. Again indicative of things to come, in the latter half of the 1930s bus chassis were exported to Belgium, South Africa and various South American countries.

The medium-duty LV8/LV9 Series was introduced towards the end of the 1930s and featured a factory-built steel cab. In the interests of balanced axle loading, engines were mounted above, rather than behind, the front axle. Volvo was by now producing 5000 chassis a year and in the space of 10 years had grown to become the Nordic countries’ dominant truck manufacturer. At the light end of the range was ‘Sharpnose’, reminiscent of US pick-up trucks of the period. The larger LV29 Series ‘Longnose’ took its name from the extended hood accommodating a 6.7-litre



Although outsold in the UK by the F86, the massive road presence of the F88 did wonders for Volvo’s image.

six-cylinder petrol unit producing 120bhp. Payload ratings were five tons and 6.5 tons respectively for the four- and six-wheelers. The ‘Longnose’ remained in production until the 1950s.

The final 1930s development was the TVA/TVB Series, a rugged 6x4 artillery tractor with outstanding cross-country performance. Bonneted and built with either a single or double cab – the latter to accommodate the gun crew – a distinctive feature was small helper wheels below the front bumper to prevent digging in when travelling over rough ground. It remained in service with neutral Sweden’s armed forces for two decades. Some ex-army examples remained in use until more recent times as crane carriers.

The early 1940s saw the launch of the ‘Roundnose’ series of light-medium trucks and the highly advanced forward-control TVC 6x6 gun tractor. The TVC used the same 140bhp, 7.6-litre as its TVB predecessor. During this period, Volvo also took a major shareholding in aero engine manufacturer Svenska Flygmotor. This was in the wake of previous acquisitions that included Penta marine engine business. Wartime production included 4x4 versions of the ‘Roundnose’ which has styling reminiscent of the visually more progressive US and continental



Heavy-haul legend Wynns took delivery of this three-axle F89 in 1978, by which time the Swedish invasion had taken a firm hold of the UK market.

European trucks of the era. The ‘Roundnose’ was produced in a variety of models, visually differentiated by three bonnet lengths determined by engine size.

### DIESEL POWER

Although still wedded to petrol engines and the petrol/diesel multi-fuel Hesselman unit, the company recognised that without diesel power it was falling behind the market. However, the Second World War delayed the introduction of Volvo’s first true diesel until 1946. The initial 6.1-litre, 95bhp pre-combustion VDA/VDB type was installed in the LV15/L24 ‘Roundnose’ derivatives and the heavier L29 range, primarily designed for snowplough and road construction applications. In 1950, the VDA/VDB unit was superseded by the direct-injection version, the VDC, the lineal ancestor of today’s Volvo truck and marine engines and power units of its construction plant and artic-steer dumpers.

With the VDC diesel, Volvo was on the pace, though not yet the pacesetter. That came first with the 9.6-litre, 130bhp VDF direct-injection diesel, which took advantage of Volvo’s experience with lightweight alloy componentry, gained from its aircraft piston engine subsidiary. But the unit was expensive. This was rectified by the D96, manufactured in steel.



Ideal for the longer-length combinations allowed in Sweden, the set-forward axle G Series was also available in three-axle G89 spec.





This Volvo-White rig is a 1989 model, produced the year after the Volvo-GM joint venture came into being.



A rare sight indeed, a US-built Volvo NL12 in service in Holland.

The next development proved the breakthrough that really got Volvo roaring ahead – turbocharging. Borrowed from railway, marine and aircraft engine practice though not previously used for production road vehicles, the first Volvo turbodiesel developed 185bhp, an increase of almost 20% over the standard engine, and for a weight gain of only 25kg.

The D96 was installed in the new 1951 L39/L49 8/12 ton payload Titan. Volvo's heavy-end flagship for the next 14 years, the classic Titan was the world's first turbodiesel truck and one of the first with a truly modern spec. An air-operated braking system suited drawbar trailer work and power steering reduced driver fatigue over the big distances in Sweden; it is 1000 miles from the south to the Arctic border with Russia in the north.



An N10 in Australia; but for a normal-control Volvo down under these days it has to be from Volvo-owned Mack.



This long-hood, 77in sleeper cab VNL 780, available with 355-600bhp engine options, is Volvo USA's flagship.



The Volvo VHD is aimed at North American vocational rigid truck markets. Engine choices offer up to 500bhp/1850lb-ft maximum outputs.





An F12 in its natural habitat: Sweden is 60% forested. Pine and spruce dominate; most of the landmass is above the northern limit for deciduous woodland.

When production ended in 1963-64, D96 output had grown to 230bhp.

The Titan's lighter-capacity stablemate was the L38/L48 Viking Series evolved from the L24 diesel 'Roundnose'. The engines were 100-125bhp, and the popular two-axle model was supplemented by a three-axle option. 1956 saw another landmark, in the shape of the L42/L43 forward-control 3/5 ton payload truck powered by a 3.6-litre V8 petrol engine. Volvo's first cabover for 20 years, light though it was, signalled the make's future direction.

### INTO TODAY

The early 1960s saw the introduction of rubber suspended cabs with enhanced driver safety features, in company with the 7.5-ton payload L475 tilt-cab forward control truck – one of the first of its type in Europe. This signalled Volvo's serious entry into the international heavy goods market. In 1965, a modified version of what was, by then, an exceedingly civilised forward-control cab was adopted for the F86, part of the 'System 8' product line-up that included the legendary F88 and its forward-set axle variant, the G88. With its patently obvious US cabover influences, the F88 was the new benchmark for long-haul heavy truck design in Europe.

It is not difficult to see what made the two- and three-axle F88 such a pivotal vehicle. It was bred to address the combination of Sweden's harsh climatic conditions and relatively unrestricted gross combination weights. It therefore possessed all the attributes needed to

take maximum advantage of a Europe-wide trend towards higher permissible GCWs and expanding networks of motorway standard roads. Adding to its edge, Volvo's F89 and forward-set front-axle G89 developments of the F88 conformed to the minimum power-to-weight ratio legislation introduced in Germany during the 1960s. Imagine – high horsepower, by law. With Volvo's 12-litre six-in-line turbodiesel, the F89/G89 models delivered 8bhp per ton at 38 tons gross.

The System 8 range gave Volvo the itch to break into the North American market, resulting in several forays during the course of the 1970s. In 1981 this culminated with the acquisition of White (which also owned the Autocar badge), followed in 1988 by the Volvo joint venture with GM's heavy-end GMC and Chevrolet business. GM's stake was taken over completely in 1997.

The 1970s were the crossroads for Volvo. In the F86 and F88, it had exactly the trucks

With understated, handsome styling, the N Series was the final range of normal-control trucks built in Sweden by Volvo.







As big an advance as the F88 had been in its day, the F12 set the pattern for the present Volvo product line.



Today's all mod cons top-spec Volvo is the 750bhp FH16. The grille styling is reminiscent of its F88/F89 ancestors.

Europe needed. Though not such a factor in Sweden, the forward-control layout suited the overall vehicle length restrictions imposed elsewhere. While the writing was on the wall for normal-control trucks, this did not prevent the development of its final new ranges of Swedish-build bonneted trucks, the N Series, initially with carry-over 1950s/1960s sheet metal. In 1973 the N Series was given an all-new cab, engine hood and wings – and turbodiesels of up to 12 litres and 330bhp. Besides its home market, Volvo eyed the N Series potential in North America, although at the time the US market was swinging the other way, with cabovers becoming dominant. Now, of course, it is a different story. Across the Atlantic the Volvo range is made up entirely of normal-control 'conventionals'. Big cabovers are things of the past.

### THE 'CLUB OF FOUR'

Though unfamiliar to the UK, during the 1960s and 1970s Volvo maintained a progressive approach to light-end local distribution trucks. Its F82/83 Series was available with V8 petrol engines and a Ford-sourced diesel (replaced in 1971 with a Perkins unit). The next lighter-end generation was the F4/F6 Series, which used the 'Club of Four' cab jointly developed by Volvo, DAF, Magirus and Saviem (subsequently taken over by Renault).

In 1977, the F86, F88 and their subsequent developments, which had been instrumental in Volvo gaining substantial growth in international market share, were replaced by F10 and F12 Series trucks, still familiar sights today. By the mid-1990s, more than 200,000 of these models had been produced. Their specifications – and commodious

ergonomically designed cabs – set

Volvo on the course it continues to follow.

Though cosmetically unchanged during their production life, the F10 and

F12 were progressively developed, with major upgrades introduced in 1983 and again in 1987, when the fabled F16 joined the line-up and took Volvo performance to another level. These later iterations benefited from lightened chassis, parabolic suspension springs and, from 1983, the Globetrotter cab variant.

Volvo's present European range is headed by the FH16 flagship which, in its top spec, is available with a 750bhp version of the 16-litre D16 inline-six. Australia's top spec D16 maxes out at 50bhp less. And somewhat surprisingly, given America's bigger-is-better reputation, the present generation of US models – all of which are conventionals – are catalogued with D16 Series power units up to 600bhp.

In its sustained, turbocharged drive to the front rank of world truck manufacturers, Volvo has won the loyalty of countless operators for productivity that goes straight to the bottom line. As a pioneer of placing a premium on driver comfort – forcing competitors to imitate – Volvo is also owed a debt of thanks from drivers who may not necessarily be at the wheel of a Volvo.



A highlight of the rugged-duty FMX Series is higher ground clearance. Layouts are 6x4, twin-steer 8x4 and tridem with a steered rearmost axle.



Another current spec, the FE, features a walk-through cab and a kneeling function that lowers step height from 800mm to 440mm.



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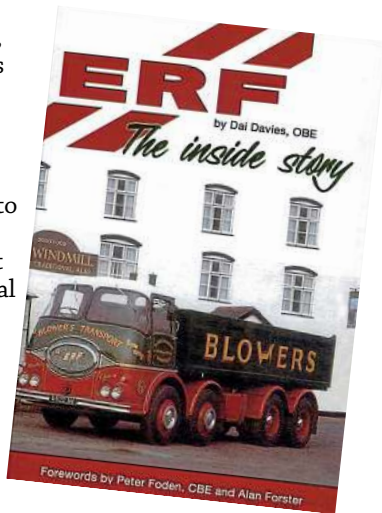
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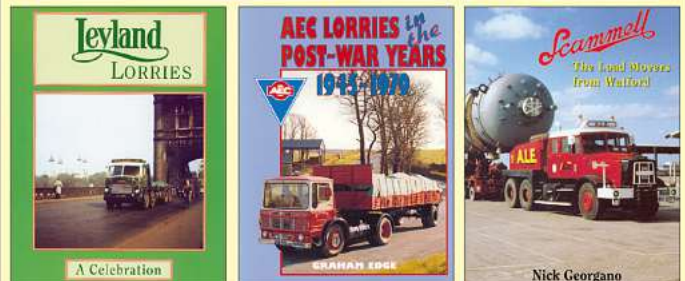
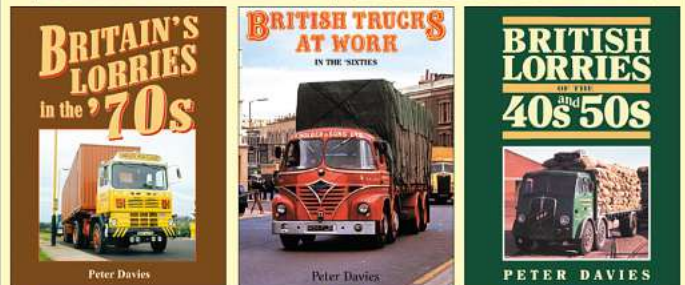
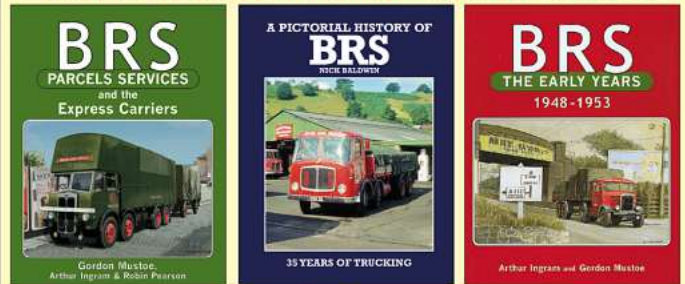
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# The CUMNOCK Collection





Jim Smith from the town of Cumnock owns one of the finest private collections of old fire appliances in Scotland. **Bob Weir** went to Ayrshire to pay him a visit.

**Words & Photography:** Bob Weir

**J**im is a founding partner of Kerr & Smith, one of the biggest Vauxhall franchises in the west of Scotland. An engineer by profession, he originally hails from Kilmarnock.

“I was raised on a local farm, although my father also had a full-time job working as a manager with the National Coal Board,” he explained. When Jim left school it was only natural that he should follow in his father’s footsteps, and he started a four-year apprenticeship with the NCB at its central workshop in Lugar. Having completed it with flying colours, he seemed set for a bright future. Unfortunately, the storm clouds for the coal industry were already gathering. Within a short period of time the deep mines had all been closed, and Jim was forced to look for a job elsewhere.

Still only 22, he decided to go for broke and start his own business as a commercial vehicle repairer. This was the beginning of a successful partnership with long-time friend and colleague Bill Kerr.

“The new venture started off in humble surroundings at the back of my father’s Dutch barn,” he recalls. The pair worked round the clock seven days a week repairing vans and lorries. They finally got their big break when they won a contract with the local council. Their first task was to repair the authority’s refuse disposal vehicles, and the quality of their work soon came to the attention of the parks department.

As the years went by, Kerr & Smith continued to prosper. By the turn of the millennium the partners had acquired two Vauxhall dealerships, and had been granted an Iveco commercials franchise in Glasgow. This gave Jim the opportunity to take more of a back seat, handing over the reins to his two sons, William and Chester. Nowadays he spends most of his time restoring old vehicles, particularly fire appliances.

#### **FIRE SERVICE BACKGROUND**

He said: “I was a retained fireman for many years with the Cumnock fire service, which is why I like old fire engines. The first emergency vehicle I ever drove was a Bedford pump.



Jim’s collection is one of the best in Scotland.





Odd man out. Jim has always preferred Bedfords, but the Dennis was too good to pass up.



The Dennis came with a full complement of equipment, including oxygen masks and bicycles.

As most of the local appliances were Bedfords, Kerr & Smith ended up supplying, converting and repairing most of the brigade's fleet, which is how I came across C835 AAS."

Jim retired from the fire brigade in 2010 after 35 years on the job, and was awarded the Queen's Fire Service Medal. He currently looks after six superb appliances, including a Bedford CF. This vehicle was registered in 1986 and is equipped with a two-litre Opel engine, mated to a five-speed gearbox. It was originally converted by Kerr & Smith, as a small mobile fire unit to serve in a rural community. The van is fitted with a transfer

box, which drives the rear pump via a prop shaft. The 250 gallon-per-minute pump can be connected directly to the mains. In addition, the van is also equipped with a 100-gallon water tank.

Jim said: "The pump also has a hose reel for what they call in the trade 'first aid firefighting'. This means that when the van first arrives at the scene of an incident, it can immediately get to work using the 100 gallons in the on-board water tank. This would have been sufficient to tackle most fires."

Once it had been converted by Jim's company the van was posted to the small

island of Whalsay in the Shetland Islands, one of the remotest outposts in the UK. This would have been considered a quiet berth, by modern fire-fighting standards.

"Incidents are few and far between in Shetland," he explained. "The vast majority would have been chimney fires caused by the peat, which is the principal fuel on the islands. But, according to the vehicle's fire service log book, it also attended a light plane crash and a serious traffic accident. This must have been a rare incident as road transport on the more remote islands is the exception rather than the rule."

## HARDLY USED

The Bedford attended only 200 incidents during the whole of its 20-year working career, before it was finally stood down in 2007. The odometer also tells its own story, having only racked up a paltry 9000 miles. "Through of my contacts in the fire service, I heard that the Bedford was being de-commissioned to comply with health and safety regulations," says Jim. "The fire service on Shetland was being changed from 'volunteer' to 'retained' status, which meant that the station had to convert to a standard fire appliance."

Jim also heard on the grapevine that the van had been returned to the mainland, and was being sold off at an auction house in Livingston, West Lothian. He decided to put in a bid, and was able to clinch the deal.

Shortly after he acquired the CF, Jim went to Central Car Auctions in Glasgow to bid for a Green Goddess. He said: "The Green Goddess needs no introduction and they had a reputation for only covering very low mileages. SYH 199 was no exception, and only had 3000 miles on the clock. But what really surprised me when I opened up the lockers, was that the equipment was brand new and still in its plastic wrappers. The metal accessories had also been waxed to avoid any corrosion.



Jim Smith and his Bedford CF. The Shetland Islands are so remote they are situated closer to Oslo in Norway than London.





ASK 701C has the early TK model split screen, which bearing in mind the 1965 registration seems a bit of an anomaly. But according to Jim it was common practice for fire engines to be acquired and stored for several years, before finally being registered.

“The vehicle is equipped with the standard Bedford 300 six-cylinder petrol engine. Interestingly several of my larger Bedford appliances are fitted with the same power unit. Although the horsepower is all rated the same, the performance can vary considerably depending on the overall weight of each vehicle. SYH 199 is also equipped with 4WD.

Jim acquired his next Bedford a couple of years later, when he was taking a driving holiday in his motor home. “I always take along the latest copy of *Heritage Commercials* for some light reading, and spotted the appliance in the classified ads,” he recalls. “It was a 1963 Model TK turntable equipped with a Merryweather 100ft ladder. The equipment was deliberately designed to swivel 360° in very tight spaces, and was quite advanced in its day. The only drawback with acquiring 435 DVJ was its location, 200 miles away, so I let it go for a few weeks before phoning the owner

to see if the machine had been sold. Luckily for me, it was still available.

“Apparently the owner had brought it direct from the local Hereford and Worcester fire service station, based in Leominster. Although he had no background in firefighting, he had used the Bedford for putting up the local Christmas lights. Unfortunately, the owner lacked proper storage, and this was the reason he was moving it on. I rang a local contact, and he agreed to check it out. Once he had given me the thumbs up, we concluded the deal. One of my sons drove down to the Midlands with a low loader, to bring the Bedford home.

The appliance turned out to be in very good condition, and required little in the way of refurbishment. It has already been to a few rallies, and has picked up several rosettes. It has become a bit of a crowd favourite so I have also rigged up a firefighter dummy to take part in a mock rescue.”

### ANOTHER BEDFORD

Jim has managed to build up a network of useful contacts over the years, and it was not long before he heard on the grapevine about another appliance. He said: “A friend had told me about a couple of tractors that were coming up for sale at Castlecary near Denny. When the owner opened up the shed where his collection was stored, my eyes were immediately drawn to this rather scruffy Bedford 10-ton fire engine wearing a 1973 registration plate. What excited me was that it was the same type of appliance that I had originally driven when I first joined the volunteer fire service at Cumnock back in 1976.

“The owner told me that he had bought the fire engine from an oil refinery just down the road at Grangemouth, which had originally acquired the appliance after it had been retired by what was then known as the Central Region Fire Brigade. On the spur of the moment I decided to buy the Bedford, before its condition deteriorated any further.

“I had cut my teeth on TKs similar to BMS 705L back in the early days of the business, and partner Bill Kerr was also keen to lend a hand. We both got stuck in, and soon had the engine up and running. Unfortunately, we also heard a strange knocking noise, and began to fear the worst. But it only turned out to be some flywheel bolts at the end of the crankshaft that had come loose.”

As Jim had feared, the Bedford’s bodywork also needed plenty of TLC. “The cab floor, steps and support had rotted away, and had to be replaced,” he recalls. “The appliance was also missing a lot of its kit, so we are slowly replacing the parts as and when they become available. The vehicle was originally fitted out by fire specialists HCB Angus. The Ajax ladder was still on board, and just needs a good coat of varnish. The Bedford is now running sweet as a nut, and certainly brings back some fond memories.”



BMS 705L is the same model appliance as Jim drove in his service days, hence the attraction.



Having gone to the effort of refurbishing the Bedford, Jim had a further treat in store. He said: "I got in touch with John Fenton who used to be with the Central Region Fire Brigade, and is still a member of its preservation group. Apparently the Bedford had originally been stationed at Cumbernauld, and had been involved in a road accident. He showed me a photo of the damage, which resulted in the front end being totally rebuilt. It also turned out that not only could John recall BMS 705L, he still had the appliance's original side boards with the brigade's sign work and logo. These have now been restored to their rightful place."

As things turned out, Jim soon had another reason to thank John Fenton. "He told me his own preservation group no longer had any space to store their collection of appliances," he recalls. "He knew of my interest in Bedfords and so asked me if I would be interested in looking after a vehicle on a 10-year loan. Naturally I jumped at the chance. ASK 701 is what they call in the trade, a fully equipped 'pump escape'. These vehicles were the forerunner of the turntable ladder, and one of its functions was to rescue people. I have taken it to a few rallies, and it has attracted the interest of a lot of former fire brigade personnel. The split-screen Bedford is an early example of the TK, and is equipped with the petrol 300 engine."

### THE INTERLOPER

Although Jim is a Bedford man through and through, he had one last card up his sleeve: a Dennis F21. He said: "A friend e-mailed me about a year ago to say that he'd heard on the grapevine that a private collection in England was about to be split up, because it was going to lose its storage space. It turned out to be the big collection at Weedon. Apparently, it would be a closed-bid auction, which would include some privately owned items. As I was down at the Dorset Steam Fair that particular week, I



435 DVJ served its time in the Midlands.

decided to take a detour to Northampton on the drive home.

"I had a look around the collection, and spotted a 10-ton Dennis 'hose layer', that used to belong to the London Fire Brigade. I wasn't too impressed at first, until I started opening up some of the lockers. Much to my surprise I

discovered two old-fashioned pushbikes still with their original baskets. These would have been used by fire personnel during incidents, to check that the mile of hoses had been laid correctly. I decided there and then to submit a bid.

"Once I got back to Scotland I heard nothing for a few weeks, and assumed my bid had been unsuccessful. Then I got a phone call from the owner out of the blue. The appliance was still available, but my offer was a bit on the low side. He wanted me to meet him halfway. When I gently pointed out that the delivery costs alone would come to the best part of £500, he relented and we settled on my original bid. It transpired we had both been in the fire service, and I was able to assure him that I was not looking to sell the vehicle on for a profit.

"PGN 15L is equipped with a Perkins V8 diesel engine, making it ideal for cruising. The only work it required was a fresh coat of paint. It has already been to several rallies, and I also took it recently on the Ayrshire Road Run. We decided to have a bit of fun when we got to Portpatrick on the Sunday morning. I changed into my old fire uniform, mounted one of the ancient bikes, and cycled all the way along the front to a standing ovation from the waiting crowd. That's old fire engines for you!"



The Green Goddess: a legend in its lifetime.



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Back in 2000, when Graham Bellman invested £1000 (+VAT) in a 17-year-old Volvo F10 tractor unit, folk thought he was crazy in buying what was just a normal motor. But 14 years on, who doesn't wish they'd done exactly the same thing? **Bob Tuck** admires Graham's stunning classic and asks him what wannabe investors should be buying now.

**Words:** Bob Tuck

**Photography:** Bob Tuck/Graham Bellman



The Volvo has turned out to be a superb investment – far better than any bank!



# Buy now ENJOY LATER



**H**ere at *Heritage Commercials* we learn of all sorts of fantastic restoration projects. Sometimes it beggars belief how passionate preservationists can spend so much time and effort (and money) bringing back to life vehicles that had descended into little more than scrap metal.

No doubt, the finished article means the years of dedication can all be worthwhile, but we've always reckoned that there is something of an alternative.

As more and more trucks from the 1970s, 80s and 90s come into vogue as classics, the question we ask is why folk don't buy what is coming to the end of a useful working life now. There are all manner of motors – big and small – cluttering up yards, waiting to be either exported or even cut up for scrap, so

values aren't that high. But buy that same motor now and even if you simply put it in a shed for 20 years, it's going to be worth a heck of a lot more when you pull it out – even if you have to pay storage.

Back in 2000, Graham Bellman was probably more driven by constraints of the budget he then had available when he paid a very modest £1000 (+ VAT) to become the proud owner of EEX 336Y. But hindsight shows that he was actually displaying remarkable foresight in a way of life that his father reckoned he should have nothing to do with.

## **BORDER CROSSING**

Many of you reading this may well know or have heard of 52-year-old Graham. He and Andrew Cooper were the driving force behind the creation of the Steel

Boys, who are a growing band of like-minded classic truck lovers who have raised in excess of £10,000 for charity over the last 10 years or so.

To earn a crust, Northampton-based Graham is director of fleet at Travis Perkins, which must be the UK's biggest builder's merchant. Graham is currently in charge of 3300 commercial vehicles that are based at 1975 locations across the UK, everywhere from Tain in North Scotland to Penzance in Cornwall.

Transport has long filled both his working and off duty life, although this isn't the way his father hoped he'd go: "My dad reckoned I should do anything but transport," recalls Graham with a smile. "He used to say: 'You'll never do any good messing about with lorries – get yourself a proper job'."





The Volvo was first owned and operated by Bonhill.



The motor on the day Graham bought it, still in Watling colours.

The problem with Graham was that the die was cast very early in his life. Born and bred in Warrington, his uncle Geoff Richardson was to be something of a life mentor. And with Geoff being high up the management tree at Leyland (first with Guy at Wolverhampton and then at the Scottish Bathgate plant), this just accelerated Graham's interest in all things commercial.

Graham's parents, Fred and Brenda, moved to Buckley just over the border in North Wales when Graham was 14. Just up the road was the small transport concern of James Shone & Sons. "It was run by two cousins – Michael and James," says Graham, "and they let me help out in the yard after school and during holidays. It was great."

From school, Graham underwent a five-year mechanic's apprenticeship with Quicks, the Ford dealer of Chester, but things went sour in the early 1980s recession and he was made redundant. "The only part-time job I could then get was working on the weighbridge at the local tip," says Graham, "but Michael Shone saw me there and asked if I'd like a job working as a mechanic on their

fleet of steel and brick carriers. It was the best job I ever had." Graham recalls his first repair at Shone's was putting a radiator on a Volvo F88. "They even put me through my Class 1 HGV test," he said.

In 1985, Graham married his partner Carol and then moved to TNT at Deeside Industrial Estate where a new newspaper contract was being serviced with a fleet of 40 Volkswagen LT45s. Still then as a mechanic, Graham was to spend 15 years with TNT and progressed up the tree by moving to Oxford where he was depot engineer. He did seven years as regional sales manager but was made redundant in 2000, which prompted the job move to Travis Perkins and the house move to Northampton.

### OFF-DUTY TIME

The Volvo F10 isn't Graham's first step into the preservation world. During the late 1990s, he restored an 'S' reg Leyland Marathon into TNT colours and got a lot of enjoyment out of that: "It didn't cost much to start with," says Graham, "but rust was starting to catch up with it so I sold it on."

He also briefly had an ERF 'A' Series but in his heart he has long been a Volvo man: "I suppose it started when I was 18," recalls Graham. "Truck magazine offered this trip to look round the Volvo works at Gothenburg for £40 and we had two nights on the Tor Scandinavia ferry ship. I suppose ever since I've been besotted by Volvo."

With the new job and the move to a new house, Graham, Carol and their three children, Nicola, Scott and Hannah, were naturally financially guarded – but our man still fancied having a motor. And of course he decided to form a cunning plan.

"I booked a weekend away for Carol and I," says Graham. "This happened to coincide with Ted Hannon's Northern Run, passing the door of where we happened to stop. It was great to see all the motors and when we went up to the run's night halt at Carlisle, I got chatting to Monty Guildford who then had one of the smartest F88s around. Even back in 2000, the 88 was the motor everyone wanted, but there was no chance of me ever buying a fully restored one. I might have had the Volvo bug but I didn't have the F88 money."



Graham at the wheel. He's been a big Volvo fan for years.



Inside it's just like a working lorry.



We love the old cab phone.





Graham worked as a mechanic for Shone and this F7 was one of the vehicles he worked on.

Back in 2000, the worldwide web was just getting to its feet and finding out about trucks for sale was more a case of buying something like *Commercial Motor* and perusing the classifieds. So on the way back home, Graham picked up a magazine and he still has the advert which then caught his eye – a 1983 F10 4x2 299bhp unit at Duffield of Ely. A call to the dealer revealed the vehicle was being taken in as a part exchange along with four other units from a local haulier: “I made arrangements to go and see the truck but before that I spoke to Chris – the truck’s previous owner. He told me it was the spare truck, it was in good order and everything worked. This was reassuring to hear and was confirmed by having a subsequent test drive. And for £1000 + VAT, I became the proud and happy owner.”

### MANY PREVIOUS OWNERS

Graham signed to buy the F10-20 on June 13, 2000, and became its seventh owner – which was certainly lucky for him. In fairness, it wasn't the luckiest buy for owner number one when it first took to the road on April 1, 1983.

True, there was nothing wrong with the truck, but it was more a case of that first owner – Bonhill – not really having the work to justify its purchase, as Bonhill's current owner Paul Bassett can recall. “I was the sales manager at the time before going on to become MD. At that time our service director was responsible for the purchase and running upkeep and I have no idea why he bought an F10. The trailer was made locally in Cambs; and it also carried big combine harvesters.”

At the time, Bonhill was based at Thetford before going to Hull. The company imported Rape Swathers from East Germany and repainted, rerubbered and redid the electrics. It then sold them on to a company called Shelbourn Reynolds which sold them to agricultural dealers across the UK. Although the Volvo outfit never went abroad, it did do trips to Scotland and got all over the UK.

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 1994 (L) SCANIA R145 R450 Topline, 6x2, rear lift.  
 1991 (H) MERCEDES 1114 day cab, 22ft boxvan c/w 1 tonne tailift.

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### Duffields

**VOLVO SELECTED USED TRUCKS**

**6X2**

1998 (R) FH12-420, Globetrotter, 'CD', VEB, 4.1m pusher.  
 1997 (P) FH12-420, Globetrotter, XL, 'C' VEB pusher.  
 1997 (P) FH12-380, 'C' pusher (x6) £27,000.  
 1996 (P) FH12-380, 'C', VEB, pusher.  
 1996 (N) FH12-380, Globetrotter, 'C', pusher.  
 1996 (N) SCANIA R113-360, Topline, Streamline, midlift, twin steer.  
 1995/96 (N) FH12-380, 'C', pusher (x5) £17,000.  
 1995 (M) FH12-340, std trim, pusher, (x16) £14,750.  
 1995 (M) FL10-320, Globetrotter, 'CD', VEB, Pusher (x2).  
 1994/5 (M) FH12-420, Globetrotter, 'CD', VEB, Pusher (x2).  
 1994 (L) FH12 420, Globetrotter, 'CD', VEB, pusher.  
 1993 (L) F10-320, pusher, RAS, £9750.  
 1993 (K) FL10-320, pusher, RAS, £8,000.

**4X2**

1997 (P) FH12-420, Globetrotter XL, 'CD', VEB, 3.8m RAS, skirts, white.  
 1998 (R) FH12-380, 'C' VEB, 3.8m, RAS, 270kms.  
 1998 (R) FH12-420, Globetrotter XL, 3.8m, RAS.  
 1996 (P) FL10-320, 3.8m, RAS, low kms.  
 1996 (N) FL10-320, 3.8m, RAS, PTO.  
 1995 (M) FH16-520, Globetrotter 'CD', 3.7m, RAS, 1000 ltrs.  
 1995 (M) FH12-380, Globetrotter 'CD', VEB, 3.8m, RAS c/H 900mm, 1000 ltrs.  
 1994 (M) FH12-420, Globetrotter 'CD', VEB, 3.8m, RAS, 1000 ltrs.  
 1994 (M) FL10-320, pto/pump equipment, 3.8m, RAS, £5,000.  
 1993 (L) FL10-320, 3.8m, RAS, (x2), £4,500.  
 1993 (L) FL10-320, 3.8m, RAS, (x2), £5,250.  
 1993 (P) FL10-320, Globetrotter, 'CD', VEB, 3.8m, RAS, 1000 ltrs.  
 1983 (Y) F10-299, 16sp, 3.4m, £1,000.

**LET FINE PRINT**

2000 (V) FH16-520, Globetrotter XL, 'CD', 3.7m, RAS, alloys, skirts, 1,000 ltrs, 60 kms. (x2).  
 2000 (V) FH12-460, Globetrotter XL, 'Danish Class', 3.7m, RAS.  
 2000 (V) FH16-520, Globetrotter XL, 'CD', 3.7m, RAS, (x2), £55,000.  
 1998 (R) FH12-420, Globetrotter, XL-70, 10,000kms, ex show vehicle.  
 1997 (P) SCANIA R144-530, Topline, retarder, 1,000 ltrs, 3.8m, RAS.  
 1996 (N) FH16-520, Globetrotter XL, 'Level 4', 3.7m, RAS, every extra.  
 1996 (N) SCANIA R143-500, Topline, streamline, 3.7m RAS retarder, air con.  
 1996 (N) FH12-420, Globetrotter, CD, VEB, 3.9m, RAS, 1,000ltrs.  
 1994 (M) SCANIA R143-500, Topline, streamline, 3.8m, RAS.  
 1994 (L) FH16-520, Globetrotter CD, 3.7m, RAS, 1000 ltrs fuel.  
 1993 (K) F12-400, Globetrotter, pusher, RAS.  
 1992 (J) F12-400, Globetrotter 3.8m, RAS, 1200 ltr fuel £8,000.  
 1991 (H) F12-400, Globetrotter, 'S' side, £7,500.  
 1991 (H) F12-400, Globetrotter, 'S' side, £7,500.

**RIGIDS**

1998 (R) FL10, day, 8x4, 'T' roll on (x2) 65/45kms.  
 1996 (N) FL6-18, day, H/VVA, skip loader, 140kms.  
 1996 (N) MAN 23.272, sleeper, 6x2, tag axle, 29ft curtainsider.  
 1993/94 (L) FL7, sleeper, 6x2, 28ft Fridge box, Thermo King RDII Max, tailift.  
 1993/94 (L) FL6-18, sleeper, 4x2, 25ft Fridge box, Thermo King KDII Max, tailift.  
 1993 (L) FH617, sleeper, 24ft curtainsider.  
 1988 (E) FL617, sleeper, 24ft curtainsider.

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www.duffields.com **VOLVO**

The original advert for the lorry back in 2000.



The original idea was that the Volvo would do third party haulage, but this never worked out. Paul can recall a nine-week strike at the start of the vehicle's ownership: "That meant it was stuck at home and not earning. Our bosses in London were not amused as when they came up for a meeting all they could see was driver Johnny Rainer polishing the truck while combing his Elvis-style hair.

"We sold it when I became a director, as it was a drain on our bottom line. There was nothing wrong with the truck, just the decision to buy it when we were not able to justify it. Bonhill continued as an importer for another 30 years, importing tractors from Germany – Fendt tractors – and still operates now, but as a selling agent for Vogel-Noot in Austria. My son Finlay and I run it."

### BACK IN TIME

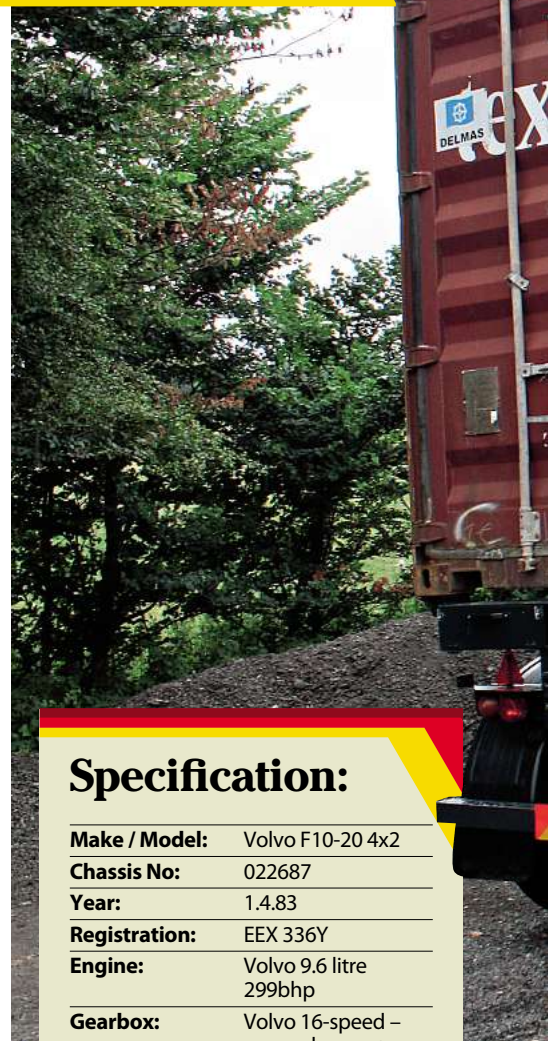
Between 1984 (when sold by Bonhill) and January 1, 1997 – when Bill Watling of Attleborough acquired it – the F10 was to have another four owners, apparently all in the same area. Graham says that Watling ran the 4x2 unit up to 38 tonnes gross as it was doing a lot of Stobart work out of Coca Cola: "It still had eight months on its MoT certificate," says Graham, "and I just drove it home." And while our man was more than pleased with his purchase, no one else seemed to think he'd got a good buy. In fact the general consensus was: "What the heck have you bought that for."

All things come to those who wait, and Graham was conscious it was budget constraints that would control what was done and when he worked on the F10. What was reassuring to find was how a trip to a truck breaker in Daventry sourced all the parts he needed from similar Volvos which had just ended their working life. And that was for the princely sum of £80.

A lot more cash would be invested in the paintwork and Graham recalls a bill of £1200 for the original shotblasting, the grey/white paint job and the vinyl stripes. He did want his name on the motor somewhere but that would take a few years before the illuminated headboard was added to the Volvo.

The aim throughout the time that Graham has owned the motor has been to re-create a retro 1970s look to his vehicle. He still has strong memories of the trip in 1980 and of course all the factory F10s he seemed to see on display then carried the distinctive stripes which he's put back on to EEX 336Y.

Over the last 14 years that Graham has owned this truck, he's done very little mechanically: "I've relined the back brakes, replaced the clutch servo and serviced the injectors." It's been subject to a cab strip, fitted with a new roof and back panel, two new – used – doors, and he's also had the seats retrimmed. It's also had the paintwork seen to a few times, with Andrew Cooper using his magic for the most recent paint job: "The work and list goes on and on," says Graham."



### Specification:

<b>Make / Model:</b>	Volvo F10-20 4x2
<b>Chassis No:</b>	022687
<b>Year:</b>	1.4.83
<b>Registration:</b>	EEX 336Y
<b>Engine:</b>	Volvo 9.6 litre 299bhp
<b>Gearbox:</b>	Volvo 16-speed – range change + splitter
<b>Gross Vehicle Train Weight:</b>	38 tonnes – design 42 tonnes
<b>Wheelbase:</b>	3.4 metres
<b>Fuel return:</b>	19mpg – when running solo
<b>Top speed:</b>	Off the clock

Graham has only recently bought this 1978 Crane Fruehauf skelly. The 20ft container will become rally accommodation.







*“The cab stripes are the same as used on Volvo demonstrators back in the 1970s.”*

“It’s easier to keep on top of a modern classic than tackle a ground-up bare chassis restoration. The truth is I didn’t have the space, equipment or budget for that.”

Graham says the vehicle’s overheads (tax and insurance) are fairly modest, while there’s been no problem in passing the annual MoT test over the last 14 years. Our man used to look after it himself (naturally) although he says APR Engineering of Northampton now check it out pre MoT.

As time has progressed, Graham’s Volvo has evolved into a superb asset to the Classic/Retro scene. He used to couple it to a tandem axle flat semi-trailer with mock coil load (“I sold that on to Len Janes,” he says) but just prior to our visit, Graham bought off eBay a 1978 Crane Fruehauf skelly – plus 20ft container – to convert into living accommodation. “I’ve spent a few nights sleeping in the cab,” says Graham, “but the prospect of having more space is very pleasing.”

### YOU CAN DO THIS

Climbing up into Graham’s F10 is great. The sight, the sound of the Volvo 9.6 litre engine and just the general smell of a 31-year-old motor fills you with nostalgic pleasure. We love the cab interior which is full of the gear a long distance driver would gather round him.

And that even includes a ‘retro’ style cab phone – great.

We can’t resist the shortest of drives, but the main reason we wanted to talk to Graham was to hear his thoughts on what folk should be buying now – and what he said threw us slightly. “The main thing you should look at getting is something which floats your boat. I was a keen Volvo fan – and still am – so I was always going to look at something like an F10, but for the equivalent of what I paid in 2000, there are still a lot of vehicles out there.”

Of course now Graham only has to click on the keyboard of his computer to find out what’s available: “I’ve just searched on *Truck Trader* under category Tractor 4x2, over 10-years-old, and 114 trucks were listed.”

Asking Graham to make some suggestions of what to buy, he explains that the value of a truck is guided by the export market and basic scrap values: “If a dealer can make more than these two prices, then he’ll sell the vehicle in the UK, but exporters love the Scania V8 and old Mercs.”

Most of us would probably want to buy something we could relate to and this could be anything from a Sherpa van, a Leyland Roadrunner or even a Foden eight-wheeler. “The problem with something like an eight legger,” explains Graham “is that you’ve got more tyres, wheels, brakes and joints to look

after. And most of these motors will have been worked hard.” The latter thought also goes for six-wheel tractor units that will have probably worked up to 38 or 44 tonnes gross, where perhaps a 4x2 unit might have had a quieter life. It all depends on the truck. And of course if you buy a 4x2 tractor unit, it’s an easy conversion to a head-turning motor-home. “Renault Premiums are going cheap,” says Graham, “and of course anything with an ERF badge that has a GRP cab on won’t rust.”

In truth, the world is your oyster. So if you are looking for something special for your 18th, 21st or perhaps 40th birthday, why not go down to your nearest second-hand truck dealer and buy an early 4 Series Scania, an ERF Olympic or even a Renault Magnum – or whatever. Compared to buying anything else, the cash you lay out now is certainly going to be an investment.

If you put the same loot into a building society, there’s very little chance that in the next 20 years you’ll get much of a huge return. But in 20 years’ time when you unveil that pristine Magnum to all your envious mates, you can tell them that you did a Graham Bellman – after reading about it in *Heritage Commercials* magazine all those years ago. Everyone will wish they did exactly what you – and Graham – did.





From our archives

# R◊O◊M◊A◊N

## Tipper Haulage & Tractor Range



This month I've found something a bit different in the shape of a Roman brochure. Although these were hardly the most popular lorry in the UK, I think everybody will have at least heard of them and know that the vehicles were produced in Romania and based on MAN designs. In fact they were actually sold by MAN in Britain, and the brochure shows some being used here by the likes of Allens, Taverner and Findus. Anyway, did you drive, own or work on these lorries? If so please write in and tell us your experiences.



# ROMAN Trucks-

For your business

Take one look at the new ROMAN range of trucks and tractors and it will be immediately apparent that each model's design strength, construction and high specification content presents U.K. haulage operators with truly remarkable value-for-money road transport in today's profit intensive environment.

Practical operating experience will emphasise even further the high profitability that ROMAN can give road transport be it conventional or specialised haulage. Whether your business is local or medium distance distribution, on/off highway tipping operations or maximum capacity trunk running the models provided by the ROMAN range will certainly cater for your particular applications.

The specification of the ROMAN range is based on success! The success of basic German design engineering, and engines, gearboxes, axles and chassis equipment successfully and operationally proven throughout the world over many years; built into every ROMAN is the expertise and truck engineering know-how of companies like M.A.N., ZF, Bosch, C.A.V., Knorr and Armstrong, all respected names in vehicle and equipment manufacture. In the ROMAN production plants quality control checks at every stage of construction and lengthy and rigorous bench testing of all engines and transmissions prior to chassis installation ensures that only a totally reliable and quality-checked product is delivered.

Operators can therefore feel safe in the knowledge that ROMAN will do all that's required of them reliably, and profitably, and stay on the road earning; thus giving a more rapid return on any capital investment through sustained productivity and economy of operation.



MODEL R8.135F



# ROMAN Line-up

A purpose built range



MODEL R10.215F



MODEL R10.215FS



MODEL R19.215DFK

The ROMAN line-up of, two and three-axle rigid and two-axle tractors covers a gross weight range from 12 tons (12100 Kg.) to 24 tons (24390 Kg.) G.V.W. and 20 tons (20320 Kg.) to 32 tons (32512 Kg.) G.T.W. On rigid models the wide choice of wheelbases enables the installation of maximum length bodies of both conventional and specialised design. The two diesel power units fitted are directly engineered to the gross weight factors of each vehicle application. In operation the medium weight R8 models have sparkling acceleration and get-away performance with a six-in-line 135 bhp unit giving all the power necessary to keep loads moving on schedule in busy traffic. They also feature a special 'compact' 60° tilting cab, designed to accommodate local distribution type maximum length body installations.

Maximum capacity R10 and R19 16 and 24 ton (16256 Kg. and 24390 Kg.) rigid and 32 ton (32512 Kg.) tractors feature a larger in-line six diesel ideally suited for fast motorway routes with 215 bhp to call on. In addition there's 543 lb.f.ft. of torque when gradients get tough. Fitted as standard equipment on R10 and R19 models is a full depth 60° tilt cab with a two bunk sleeper on R10 models available as an extra cost option.

Full ROMAN specifications and performance data are provided on the individual model sheets available from your Dealer.

## MODEL DESIGNATIONS

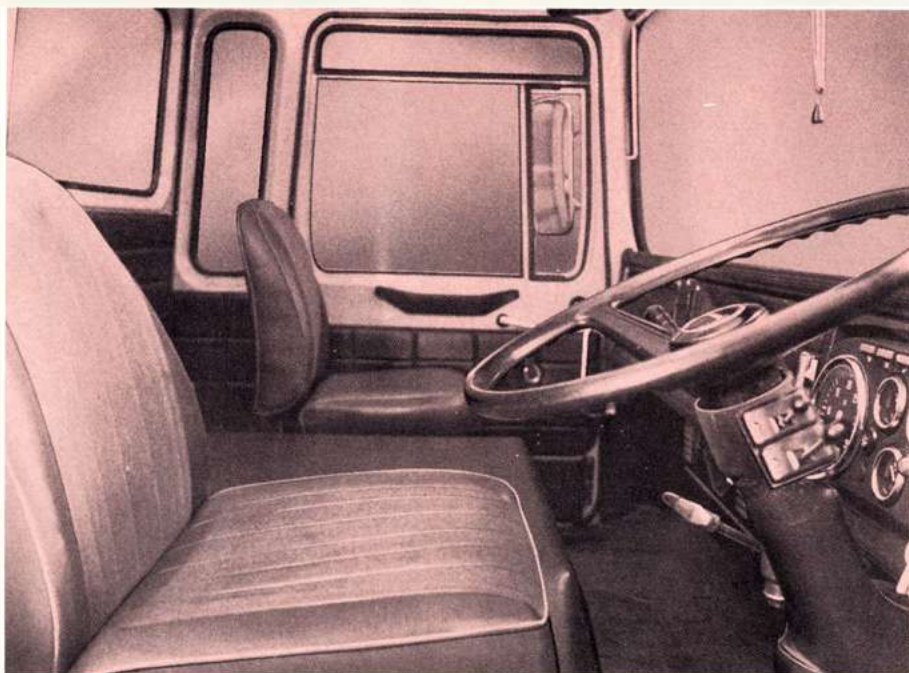
Type	Applications	Gross Weight
R8.135F	Haulage	12800 kg. (12.8 tons)
R8.135FK	Tipper	12000 kg. (12.1 tons)
R8.135FS	Tractor	20320 kg. (20 tons)
R10.215F	Haulage	16256 kg. (16 tons)
R10.215FK	Tipper	16256 kg. (16 tons)
R10.215FS	Tractor	32512 kg. (32 tons)
R19.215DF	Haulage	24390 kg. (24 tons)
R19.215DFK	Tipper	24390 kg. (24 tons)



## LUXURY WITH STYLE

The handsome styling of the ROMAN cab is complimented by the comfort, safety and working environment provided for the driver in the expansive almost stand-up height interior. Everything is there to ensure that he works efficiently and safely. Wide doors and low step height allow for easy ins and outs. An obstruction-free floor gives full cross-cab accessibility and a low-noise engine design and thorough sound insulation reduces operation noise levels to a low decibel measure.

The driver's choice of working temperature is controlled by an efficient fresh air heater/demister unit, swivelling 'D' side windows and a 3-way opening roof hatch. Push button radio, facia storage locker, full-width parcel shelf and vacuum flask holder are among the appointments at his disposal. Available on R10 models is a luxurious two-bunk sleeper cab version.



## THE DRIVER – FULLY INFORMED

All switch and vehicle controls fall within the driver's natural reach. He has before him a full complement of gauges including EEC tachograph, operational gauges, warning lights and audible warning devices.

For standards of driver comfort, efficiency and safety the ROMAN cab is one of the finest available - anywhere.





# A Falklands FORAY

**Alan Barnes** interviews John Wynn about his heavy haulage exploits helping to reconstruct the Falklands after the conflict.

**Words:** Alan Barnes **Photography:** John Wynn collection

**PART  
3**

The second Steelfield Major 60 on the low loader.





**T**he loads which John recalls presented the biggest challenge were three Steelfields Ltd Major 60 mobile cement batching plants which were 30ft long, 10ft wide and 13ft high and each of them weighed around 45 tons.

“The first one arrived and apart from its sheer size and some trouble getting it into the correct position on the deck of the Merchant Providence for offloading it proved to be the easiest to move,” said John. “This batching plant had been fitted with its own tandem wheel running gear and a fifth wheel coupling at the front so the complete unit could be coupled to the Leyland and hauled off the deck and then along the road to the construction site.

“The second and third of these plants did not have the running gear fitted and when the second plant arrived in January 1984 a different approach was adopted.

“The original idea had been to remove the gear from the first batching plant when it had been moved into position and then re-fit the gear to the second plant. However, after due consideration, the managers felt that this was too time consuming and I was asked to move the plants using the low loader. There was just one problem – the low loader was too wide to negotiate the Bailey bridge to the Merchant Providence.

“I decided that the move of the batching plant would have to be a two stage process with the load being secured to one of the semi-trailers on the deck of the Merchant Providence. Once I was satisfied that the plant was secured I used the Scammell to tow the semi-trailer and its load off the



The first Steelfields Major had its own wheels. It's shown here coming down the steep Bailey Bridge ramp from the Merchant Providence.

deck and carefully negotiated the Bailey Bridge and the rather nasty tight left turn just after leaving the bridge.

“The Scammell and the semi-trailer was parked in the loading area while the batching plant was transferred to the low loader to complete its journey to the construction site. It took some time to get the load secured to my satisfaction, much to the annoyance of the off-loading foreman, but there was no way I was going to risk the possibility of such an expensive piece of equipment being damaged.

“It was not until I was sure that everything was in order did I start up the Scammell and gently ease the load off the deck and on to dry land. Getting the batching plant off the ship had been the tricky part and hauling it the six miles to Mount Pleasant even over the rough surface of the access road proved to be straightforward.”

In an interesting footnote, Prentis Polhill the sales director at Steelfields advised that one of the Major 60 batching plants, serial number 604320, which had been used on the Mount Pleasant project was later dismantled and shipped back to the UK before being transported to the Middle East. Here it was used by Kuwaiti-British Readymix at its site at Sulaibiya. He estimates that the unit had travelled over 25,000 miles since being built in 1982. The other two batching plants were shipped back to the UK in due course.

## CRUSHING PLANT

“Another heavy load was a 70 ton rock crushing plant,” said John. “Although much heavier than the cement batching plant, moving this particular piece of equipment was not a problem as it was effectively built on its own multi-wheeled trailer with a fifth wheel coupling. Painted bright yellow and towering above the cab of the Scammell it looked very impressive as it moved across the desolate Falklands moorland.

“The crushers were among the largest of the loads that had to be moved and included two Goodwin Barsby primary jaw crushers and a secondary cone crusher also manufactured by Goodwin Barsby. Also presenting a challenge were the 60ft long conveyors which had to be loaded and packed carefully as they had a tendency to bend and whip. There were three of these to be moved to the airfield construction site and a birdcage packing construction was used to support the conveyor when it was loaded on to one of the 40ft three-axle trailers. As always it was the loading and packing which was crucial to the success of moving the equipment – the driving bit was easy.

“We were fairly isolated at the Mount Pleasant site and there was no chance of ‘nipping’ into town on the bus. In fact until April 1985 it was practically impossible for anyone at the site to visit Stanley. There was



Left to right. Geoff Lancaster, John Wynn and Roger Ventham.





John, pleased that another heavy load has reached its destination.



John and Fred, the loading foreman, at East Cove.

no free time during the week and at weekends the Falkland Islands Government Air Service did not operate scheduled flights. You could of course drive a Land Rover the 30 miles to the town but over the moorland dirt tracks this could take over three hours and then you faced a similar journey on the return.

“One group of lads drove to Stanley to play football against the Army and they took five hours to get there. Perhaps they need not have bothered as they were soundly beaten 11-0 by the Paras and then they had to drive all the way back again.”

However as the PSA maintained: “...it was not all work and no play” and the workforce proved very enterprising in the wide range of interests they pursued in their spare time. LMA and PSA actively encouraged this by the provision of a recreation centre. Leisure activities ranged from rugby and windsurfing to chess and darts. The recreation centre had two video rooms, three bars and telephone links to the UK. Other facilities at the camp include a barber shop, post office, chapel, laundry and a bakery. There is also a medical centre which has a 10 bed hospital with six nurses and two doctors. The site also boasts its own newspaper – The Pleasant Times.”

### MEDIA INTEREST

In November 1984 Rob McBride, a reporter from the Falklands newspaper, the Penguin News, travelled to Mount Pleasant to see how the work was progressing. In his report he wrote that the entertainments manager at the site was pleased to inform him that the 42nd sport had just been added to the list of activities available in the massive recreation complex.

Mr McBride noted: “The fact that a massive entertainments centre existed at all on this equally massive construction site only 46 weeks after bulldozers dug into the strips of earth that would eventually support airstrips is almost unbelievable. The same feeling of incredulity must have been experienced by PSA’s regional director, Maurice Chamming when he first looked out at the proposed site from the window of a shepherd’s hut in August 1982. The land he saw then and the land on which I was standing in the sports centre was then little more than a bog.”

John’s first ‘tour of duty’ came to an end in June 1984 and he returned to England having completed six months of challenging heavy haulage work. In that time he had moved plant of all description and sizes.

After the challenges presented by the second cement batching plant in January his work settled into more of a routine, but tackling 12 hour shifts day in and day out was by no means easy. The variety of loads was endless, ranging from prefabricated housing packs to fork lift trucks and bulldozers. Practically everything that was used at the construction site came across the decks of the Merchant Providence and from there was hauled to the site by John and his fellow drivers.

Having completed his break in the UK John began the return journey for his second stint on the island on July 24, and after the flight and sea crossing from Cape Town he landed back in the Falklands on August 7.

“During my time away the set up as far as the transport side of things had changed as the heavy haulage and plant moving had been completed,” said John. “The old King trailer had been damaged and was now laid up and the whole truck fleet was being used and abused – running for 24 hours a day – to keep the project on schedule. I was now working the ‘graveyard shift’, starting at seven o’clock in the evening, working through the night, and finishing at seven o’clock in the morning.



ABOVE: Moving a Goodwin Barsby stone crusher on its own wheels.

LEFT: The S24 taking a wide turn with a heavy rock crusher.





Loading a Landtrain tipper.



A Goodwin Barsby stone crusher on the King low loader.

“On occasion I still drove the Scammell, but more often I was behind the wheel of one of the T43 Landtrain tipper moving tons of earth or hauling stone from the quarries. I was also driving one of the forklifts and from time to time working one of the larger Terex shovels loading aggregate at the quarry. Different jobs with different skills, but with the shifts based on a quota system I often managed to complete my quota before the shift officially ended and the site foreman would let me get off early.

“The work was quite different to my first stint on the island and, if the truth be told, I missed the challenges which dealing with non standard and heavy loads had presented. Trundling backwards and forwards in a Landtrain dump truck carrying loads of stone was fairly routine work.”

### QUARRYING OPERATIONS

The main quartzite quarry had been opened on the slopes of Mount Pleasant a couple of miles from the main construction site and although the upper layers of rock proved to be variable, once the lower levels of hard blue tillite had been exposed they provided a source of good quality stone. Once the crushing plant and equipment had been installed the process area was producing up to 47,000 tons of graded stone each week.

As well as the blasting operations at the quarry sites, the nature of the terrain at the construction site itself also required the use of explosives and close on one million cubic tons of rock were blasted from the runway area alone. Nearly two million tons of peat and soft clay were also removed from the site, with the work being handled by seven teams of loaders and excavators and 30 rough terrain dump trucks.

Despite the difficult terrain and the remote location, the project made rapid progress. Wyn Kendrick the LMA project manager was delighted with the way the work was going and commented: “I don’t think that anywhere in the world there has been an airport built this quickly. It is an exciting concept to build something as big as an airport in a place like this. To carve an international airport out of virgin turf 8000 miles from base is a huge achievement and there is going to be one hell of a party next April.”

That was one party which John was going to miss; his contract came to an end in January 1985 and he embarked on the MV England for the 10 day sea crossing back to Cape Town, this time in much better weather. As John recalled: “During my time on

the Falklands I made that crossing four times and in 40 days at sea I only saw two other ships, which emphasised the remoteness of this area.”

He arrived in Cape Town on January 28, and the following day completed the last leg of the journey home with a flight back to Heathrow. His ‘excursion’ to the South Atlantic had come to an end but he felt that he had played his part in an immense undertaking. There was perhaps a tinge of regret that he had not been there to see the successful conclusion of the project.

### OFFICIAL OPENING

On May 12, 1985 HRH Prince Andrew, who was already in the Islands as a serving Royal Navy Officer and who had performed with some distinction as a helicopter pilot during the Falklands War, performed the opening ceremony. He unveiled a commemorative plaque in the main hangar declaring that the construction was an example of “imaginative and meticulous planning with the heroic efforts and dedication of British work force” and also an example of “British ability and British engineering”.

Tipping at East Cove.





## Transport heritage

The first official flight had brought the assembled dignitaries for the opening ceremony but proving flights had been carried out a couple of weeks prior to the event and these were successfully completed which prompted some spontaneous celebrations. It is little wonder that all those still on the island set about some 'serious partying' as this was an extremely important project which had been completed on schedule.

Reducing the project to bare statistics does not reflect the human effort involved in the construction of the Mount Pleasant Airport but nevertheless the numbers are impressive:

<b>Excavation</b>	2 million cubic metres
<b>Rock extracted</b>	½ million cubic metres
<b>Crushed tillite</b>	1.2 million tonnes
<b>Crushed quartzite</b>	½ million tonnes
<b>Wiring (airfield lights)</b>	180km
<b>Main runway length</b>	2590 metres
<b>Pieces of plant</b>	1050
<b>Workforce</b>	2200
<b>Concrete</b>	197,000
<b>Pre-cast kerbing</b>	28,000 metres
<b>Structural steel</b>	1550 tonnes
<b>Cladding</b>	138,700 square metres
<b>Number of drawings</b>	28,000

As Sir Rex Hunt, Governor of the Falkland Islands, observed: "Who could have imagined that a 2590 metre runway could have been implemented in 18 months from landing on virgin soil."

For John and the other members of the LMA workforce there must have been an immense sense of satisfaction to have been involved with such a project. Their contribution was acknowledged by Oliver Whitehead the chairman of the joint venture who said at the time: "All the people who have worked on the project from the first landing to the present day have overcome



The 2590 metre runway at Mount Pleasant was completed in just 18 months on virgin soil.



The S24 with a load of bagged cement.

great difficulties and I would like to pay tribute to their achievements and their fortitude when separated from friends and family for so many months."

John returned to England more or less in the same situation as when he had departed as an out of work lorry driver but again this state of affairs was short-lived and by February he was off on his travels once again, this time somewhere a touch warmer driving another Scammell in Hong Kong but as they say, "That is another story".

My thanks to John for sharing his reminiscences about his time in the

Falklands and for allowing the use of some of the photographs which were taken during the work. Interesting accounts of John's many years of involvement in the world of heavy haulage have appeared in several books and for anyone wanting copies of these or the DVD films which he has also compiled please contact John on 01633 252480.

The use of information contained in reports and papers about aspects of the project compiled by G Skene, G J Brice, M B Chamming and W N Kenrick is also gratefully acknowledged.



John and the Scammell driving off into the sunset.



As requested by many readers, we've now compiled a list of the clubs in Britain dealing with all types of commercials, from light vans up to heavy haulage tractors. If you want your club to be included on our future lists, please drop the editor a line. In addition, an up-to-date list can be found on our website [www.heritagecommercials.com](http://www.heritagecommercials.com)

Please remember that when writing to clubs always include an SAE for your reply.

#### **THE AEC SOCIETY**

7 Donaldson Drive, Cheswardine, Shropshire, TF9 2NY  
Website: [www.aecsociety.com](http://www.aecsociety.com)

#### **THE ALBION CLUB**

9 Edinburgh Road, Biggar, Lanarkshire, ML12 6AX, Scotland  
Website: [www.albion-trust.org.uk](http://www.albion-trust.org.uk)

#### **THE BATTERY VEHICLE SOCIETY**

21 Hartley Road, Chorlton-cum-Hardy, Manchester, Lancashire, M21 9NG. Website: [www.batteryvehiclesociety.org.uk](http://www.batteryvehiclesociety.org.uk)

#### **BEDFORD DRIVERS & ENTHUSIASTS CLUB**

The Griffin Trust, The Bunker, Airfield Way, Hooton Park, Ellesmere Port, Cheshire, CH65 1BQ. Website: [www.bedfordenthusiastsclub.com](http://www.bedfordenthusiastsclub.com)

#### **BRITISH COMMERCIAL VEHICLE MUSEUM TRUST**

King Street, Leyland, Lancashire, PR25 2LE. 01772 451011  
Website: [www.bcvmt.co.uk](http://www.bcvmt.co.uk)

#### **CLASSIC HEARSE REGISTER**

10 Heath Road, Hordle, Lymington, Hants. SO41 0GG  
Website: [www.hearseclub.co.uk](http://www.hearseclub.co.uk)

#### **CAITLIN HOUSE TRANSPORT PROJECT**

Commercial vehicle group dealing with all pre-1993 commercial vehicles in South & West Wales. Email: [malcolmkirk@sky.com](mailto:malcolmkirk@sky.com)

#### **COMMERCIAL TRANSPORT IN PRESERVATION LTD**

Hazeldene, Crockford Road, West Grimstead, Near Salisbury, Wiltshire, SP5 3RH  
Website: [www.thectp.org.uk](http://www.thectp.org.uk)

**ERF** – see REVS

#### **THE FIRE NETWORK HERITAGE TRUST**

Mr Michael Kernan  
The Fire Service College, Moreton in Marsh, GL56 0RH. Website: [www.fire-heritage-network.org](http://www.fire-heritage-network.org)

#### **THE FODEN SOCIETY**

Membership secretary  
13 Dudfleet Lane, Horbury, Wakefield, WF4 5EX  
Website: [thefodensociety.org.uk](http://thefodensociety.org.uk)

#### **FORD & FORDSON COMMERCIALS – BLUE FORCE**

Blue Force, Membership secretary  
PO Box 4812, Sheffield, S36 9WP  
Website: [www.blueforce.co.uk](http://www.blueforce.co.uk)

#### **FORD TRANSIT VAN CLUB**

c/o Peter Lee  
Stonelee, Leckhampstead Road, Akeley, Bucks, MK18 5HG  
Website: [www.transitclub.co.uk](http://www.transitclub.co.uk)

#### **HISTORIC COMMERCIAL VEHICLE SOCIETY**

Membership, 305 Limpsfield Road, Sanderstead, Surrey, CR2 9DJ. Website: [www.hcvcs.co.uk](http://www.hcvcs.co.uk)

#### **LAND ROVER FORWARD CONTROL OWNERS CLUB**

Web-based only: [www.forward-control.org](http://www.forward-control.org)

#### **LAND ROVER DISCOVERY OWNERS CLUB**

Membership, Arbons House, Water Street, Lavenham, Suffolk, CO10 9RN. Website: [www.discoveryownersclub.org](http://www.discoveryownersclub.org)

#### **LAND ROVER SERIES 1 CLUB**

Arbons House, 47 Water Street, Lavenham, Suffolk, CO10 9RN  
Website: [www.lrsoc.com](http://www.lrsoc.com)

#### **LAND ROVER SERIES 2 CLUB**

Membership secretary  
Series 2 Club, BM 7035, London, WC1N 3XX  
Website: [www.series2club.co.uk](http://www.series2club.co.uk)

#### **LAND ROVER SERIES 3 & 90-110 OWNERS CLUB**

Series 3 & 90-110 Owners Club  
16 Holly Street, Cannock, Staffordshire, WS11 5RU  
Website: [www.thelandroverclub.co.uk](http://www.thelandroverclub.co.uk)

#### **THE LEYLAND SOCIETY**

The Leyland Society Ltd  
10 Lady Gate, Diseworth, Derby, DE74 2QF. Website: [www.leylandsociety.co.uk](http://www.leylandsociety.co.uk)

#### **THE LINCOLNSHIRE VINTAGE VEHICLE SOCIETY**

LVVS Ltd, 91 Victoria Street, Grantham, Lincs, NG31 7BN  
Website: [www.lvvs.org.uk](http://www.lvvs.org.uk)

#### **THE MECHANICAL HORSE CLUB**

23 Parkhouse Road, Lower Pilsley, Chesterfield, S45 8DG  
Website: [www.mechanical-horse-club.co.uk](http://www.mechanical-horse-club.co.uk)

#### **THE MILITARY VEHICLE TRUST**

24 Conway Avenue, Thornton-Cleveleys, Lancashire, FY5 3JH  
Website: [www.mvt.org.uk](http://www.mvt.org.uk)

#### **MINOR LIGHT COMMERCIAL VEHICLE REGISTER**

Web-based only  
Website: [www.minorlcv.co.uk](http://www.minorlcv.co.uk)

#### **THE MORRIS COMMERCIAL CLUB**

10 Charnwood Road, Corby, NN17 1XS.  
Website: [www.morriscommercialclub.co.uk](http://www.morriscommercialclub.co.uk)

#### **POST OFFICE VEHICLE CLUB**

32 Russell Way, Leighton Buzzard, Bedfordshire, LU7 3NG  
Website: [www.povehclub.org.uk](http://www.povehclub.org.uk)

#### **RELIANT OWNERS CLUB**

8 Newton Road, High Green, Sheffield, S35 3HX. Website: [www.reliantownersclub.co.uk](http://www.reliantownersclub.co.uk)

#### **REVS (ERF HISTORIC VEHICLES)**

21 Tilia Way, Bourne, Lincolnshire, PE10 0QR. Website: [www.erfhistoricvehicles.co.uk](http://www.erfhistoricvehicles.co.uk)

#### **THE SCAMMELL REGISTER**

45 Norman Road, Ramsgate, Kent, CT11 0DT. Website: [www.scammellregister.co.uk](http://www.scammellregister.co.uk)

#### **SENTINEL DRIVERS' CLUB**

12 Whitebrook Lane, Camerton, Bath, BA2 0PN. Website: [www.sentinelwaggons.co.uk](http://www.sentinelwaggons.co.uk)

#### **THE THORNYCROFT REGISTER**

Frodsham Business Centre  
Bridge Lane, Frodsham  
Cheshire, WA6 7FZ  
Website: [www.thornycroft.org.uk](http://www.thornycroft.org.uk)

#### **THE TRANSPORT TRUST**

Membership  
202 Lamberth Road,  
London, SE1 7JW  
Website: [www.transporttrust.com](http://www.transporttrust.com)







# THE BVCM SPRING TRANSPORT SHOW

May 11,  
2014



The 1959 Leyland Steer owned by Matthew and Alan Wright of Croston in Lancashire.

Unfortunately, the only thing spring-like about this event held at the British Commercial Vehicle Museum, Leyland, Lancs, was in the title, as the weather for the whole weekend was dogged by strong winds and a heavy cloud base. However, the rain did hold off for most of the Sunday morning.

There are various reasons for owners of classic vehicles to attend events throughout the year, ranging from just a day out having a natter with like-minded people to exchanging knowledge and spare parts for restoration projects.

I truly believe that the die-hard dedicated owners at this gathering were there to show their strong support for the marvellous small team of enthusiasts who maintain the presence of a museum at this location. Let's face it, Leyland means lorries and this town is still very proud of its heritage. Okay, it may have been taken over by DAF, but the pride in what was built here in the past remains to this day.

Just some of the vehicles that turned up on the day.







Something a bit different was this scale model of a 1984 Leyland Roadrunner, which was built for an advert for Smith's Scampi Fries.

There was a £6.50 entrance charge to the museum itself but this did include a free ride around town in the museum's 1927 Leyland Lioness coach and judging by the size of the queue for it from time to time this was a very popular pastime.

There are a great many exhibits as well as vehicles inside the museum but personally I was intrigued by B135 SNB which was a scale model of a 1984 T45 Leyland Roadrunner. Apparently it was constructed for Smith's to advertise its newly launched Scampi Fries and the model was dragged off the beach into the sea via cables during the making of its advertisement at the time.

It was nice to see some of the lorries that are normally housed inside the museum actually

outside after a run around the town. There are many interesting things to see but for me the 1927 Scammell One Hundred Ton Tractor unit (KD 9168) was something to behold and Maurice Hudson from Dudley must be a very proud owner. When you consider what technology was around at that time it is a real beast.

You get the impression that for the dedicated group that runs this museum it is an uphill struggle against ever increasing costs, so show your support and pay the museum a visit. Use it or lose it as they say. This was my third visit and I have thoroughly enjoyed every occasion. Thanks to everyone involved for all their hard work and long may this homage to the classic lorry continue.



Maurice Hudson's fantastic 1927 Scammell 100-tonner is one of the stars of the museum's display.



This 1932 Latil Trawler was built under licence by Shelcoke and Drewry.



A very unusual vehicle now – the 1982 Leyland Constructor 'Popemobile'.



Nick Baldwin's 1931 Beardmore Cobra on display at the museum.



The 1933 Foden S4 of A&J Bull of Mitcham is a real eye-catcher.





# A few odds and ends

In our archive here at HC we seem to have amassed quite a collection of random photos – here’s just a quick look through our Leyland and DAF files.



**LEFT:** This is apparently the 'Desert DAF'. The caption on the back of this press photo says it's the first FA2800DKS 'road train', and the front axle is fitted with super-singles when in the desert.

**BELOW:** Remember this advert for the new Leyland Roadrunner being on television? This is the famous French stuntman Gilbert Bataille saving his nearside tyres from wear. He also did a similar stunt with a Kenworth in the James Bond film Licence to kill.

The caption on this photo says it's the first DAF horsebox. It's actually one of four FA2005DH truck chassis bodied by Lambourn for the royal stables.







Did you know that the steering wheel centre on the Leyland DAF 95 folds out into a 'document table'?



Another bus not being a bus! The Lifeline mobile casualty unit is based on a Leyland National bus.



DAF was one of many lorry manufacturers that have taken part in the 10,000km Paris-Dakar Rally over the years. The twin-engined and twin-cabbed vehicle took part in 1984 and 1985 and was known as the 'push-me, pull-you', while the bonneted NAT2800DKS actually won the over 10 tonnes category in 1982.



It's September 3, 1975, and this Leyland Marathon is about to set out on an epic 100,000 mile trip hauling a mobile showroom for photocopier maker Rank Xerox. This trip would take in Poland, Czechoslovakia, Austria, the USSR, Romania etc. before finally reaching Mongolia after a year on the road.



George Rimmer has been in transport since leaving National Service in 1952.





# BETTER BY



Harrisons was a big user of Bedfords, but note the single Commer.



George worked for Harrisons of Holmes from 1954 until 1968. This photograph is from the firm's early days showing Dennis and Arthur Harrison and one of the Commers.



George drove this new Bedford S-Type when Harrisons began contracting for Greenwood Brothers of Much Hoole.

## Dave Bowers interviews George Rimmer about his life in transport – and why Bedfords are so important to him.

Words: Dave Bowers Photography: Dave Bowers / George Rimmer collection

**W**hen George Rimmer said 'goodbye' to his National Service days in 1952 and returned to his home town of Ormskirk, Lancashire, it didn't take at all long before a local haulage contractor called Walter Southworth asked if he would like to become one of his drivers. So George was up early at four the next morning in his new role as trailer mate on a lorry that was bound for various destinations in Wiltshire making deliveries en route.

"We made 16 deliveries of seed wheat to farms down there," said George. "And when empty, we loaded apple pulp at Hitchin. After not having done much physical work for the last two years spent in the Army, I was dead on my feet when we got home. The Leyland Octopus we were in was very uncomfortable, but even so, I was so tired that I slept all the way home."

George worked for Southworths with his three brothers for two years until he moved on to a firm called Harrisons in 1954, which was also locally based, in the hamlet of Holmes. This firm's business was market gardening, with the main crop being cauliflowers, and also transporting vegetables to market as far away as Glasgow.

"I was given an old Thornycroft Sturdy to drive, which I would take all the way to Glasgow twice weekly delivering cauliflowers. Another job also on the same route, but a bit shorter, was to a firm called Proudfoots in Carlisle, every two weeks."

Although George was glad to be given the opportunity to drive rather than sit in the passenger seat, it didn't take long for him to

become rather scathing about the lorry he was given, so it was all smiles when he was given a brand new Bedford A-Series to drive, the Thornycroft then being retained rather than sold or part-exchanged, which proved to be useful given what happened next.

### TOO COMFORTABLE

George recalled, with a hint of regret: "What a dream that lorry was. It was just like driving a car. However, it was so comfy I ended up going to sleep in it one night when I was going down a steep hill at Blackwood, in Lanark. After rolling over twice, the Bedford came to rest against the bridge at the bottom of the hill. After being trapped in the cab, I was pulled out by two British Oxygen drivers. They were driving those lorries with round, ball-shaped pressurised containers on the back, which looked as if there was steam coming out of the top. I left the hospital in Hamilton the next day with only minor injuries. When I returned to work a few days later, I was told for my sins it was back to driving the old Thornycroft for me."

Harrisons began working for another firm called Greenwood Brothers of Much Hoole, where he was given a new Bedford S-Type, registration OFY 504, to drive.

"This was the start of many Bedfords that Harrisons had, in 4x2 and 6x2 rigid lorries, and also artics with Scammell couplings," George recollected. "Later on, I drove Bedford TKs as well, such as a six-wheeler, registration 2995 TF. We hauled for Frank Burns of Preston, Jimmy Hague of Tarleton, and Anglo Continental Trailers out of Preston docks for a number of years until 1968 when I left this firm and set up my own produce smallholding.



“The Bedford connection continued when I bought a little Bedford CF pick-up to take my produce to markets in Liverpool and Manchester. I would also work for Harrisons some nights driving Volvos, Leylands, AECs and Seddons, taking loaded Ferrymaster trailers to the Fleetwood docks, and fetching other loaded trailers back to Holmes for the day men to deliver next day morning. By this time Harrisons had already stopped using Bedford TMs. I still think if Bedford had started fitting Cummins 290 engines then it might have been still operating today.”

### A GROWING BUSINESS

George's market garden in the hamlet of Rufford was soon yielding larger and larger crops, with the satisfactory result of the little CF making way for a much larger TK. Any thoughts of buying anything other than a Bedford were dispelled on the basis of good performance.

As it became known that George had his own TK at his disposal, he was asked to help out when a pallet manufacturing firm called Croston Woodwork, in the village of that name, ran into problems when its old Leyland Comet broke down.

“On my first day, I delivered five loads of pallets to the Heinz factory in Wigan,” George recalled. “Other pallet deliveries were made from then on to firms such as Courtaulds at Aintree, and McKechnies at Widnes etc. I soon expanded the business by buying a Bedford TM, registration NBV 82P, with a couple of trailers.

“The TM was a 4x2 day cab lorry with a 6V71 Detroit Diesel two-stroke engine. It was fitted with twin stack exhausts, and it had a noise all of its own. On the strength of this little workhorse's excellent performance, I then bought four more Bedfords over a period of time. These were all TM models, but with larger, 8V71 engines. But after many years of good service from Bedfords, the four TM trucks were bad news, as they were unreliable and heavy drinkers, and we also found they were hard work to keep them running. At last I did get a good one, another TM, but with a much better Cummins 290 engine. Sadly, this truck was written off just two weeks after I'd bought it when it was being driven by someone else and the truck got into a fight with a steamroller at Blubberhouses in Yorkshire. So it was time for me to look elsewhere and bring on the Scania, Mercs and ERF Olympics which came next.

By this time the pallet business had dwindled away due to these being rented rather than bought, so that there was a drop in demand for George's transport services.

As a bonus when hauling containers using his 330 engined TK, George remembers squeezing on 20 bales of bacon between the headboard and the front of the container when he set off every Sunday and arriving back on Friday after dropping off a couple of bales at each location, a schedule that took in Hereford, Gloucester, Shaftesbury, Bridgewater, Taunton, Exeter and Redruth.



George kept his love of Bedfords when he set up on his own, including these TMs. However, the end of Bedford brought foreign vehicles into use.

### BUYING A CLASSIC

In more recent years, he began looking back on his earlier years and then made the decision to restore a Bedford S-Type in Harrisons colours that matched his memories of the ones which he drove all those years ago.

“Even though it was only a seven tonner, an S-Type would pull 15 when needed. I also remember some of the ones on the fleet had an extra axle supplied by Boyles to then make a six-wheeler,” said George. “The one I've restored came from Redgrave, near Diss in Norfolk, and the owner had already made a good job of restoring the chassis, and lots of work seems to have gone into the cab. Although I'm not sure what happened there, as this lorry is supposed to have spent 18 years

standing outside, so maybe the cab was swapped at sometime in the past.

“When I bought the Bedford, I did suggest driving it home, but that wasn't a good idea according to the owner, which was confirmed later on, as much was needed to improve the mechanical condition, including the brakes.”

Transporting this S-Type across country could have worked out expensive, but George was lucky as he knew William Hunter, someone who has a most impressive collection of restored commercials as well as a modern fleet, and he kindly offered to transport the unrestored lorry back to Lancashire, after explaining that George deserved some help as the latest member of the local restoration movement.

Harrisons had its flat bodies built by W H Hull of Tarleton, and George was fortunate enough to have the talents of Hull's team from back then – Stan Pickles, Bob Hawthornthwaite and Dick Eaves – to make his.







George's restored S-Type recreates his time working for Harrisons.

George added a bit of history: "This lorry was first owned by someone who owned a lot of land in Norfolk, and it had three local owners, all in all. It was worked out in the fields as a tipper truck with the pea harvesters."

As this was a 1955 model which had a diesel engine, it would have started out with a Perkins R6 engine, which never had a good reputation as opposed to the P6 engine, which was used in the S-Type later on, and eventually was available for longer than the R6 engine. Bedford also made available a Leyland 350 engine as well as its own seven bearing crankshaft 300 diesel engine that was at 114.6bhp, and this is the motor that George examined prior to this needing an overhaul.

"We dropped the oil and I wasn't pleased to see grey sludge pouring out," said George. "But after changing the oil three times the six-cylinder ran okay. The master cylinder was seized solid, as was the water pump etc., so the engine needed to be properly overhauled, and we also had to fit all new brake pipework. Luckily, the Bedford came with a full set of new Michelin tyres."

George had previously recalled that when Harrisons bought new Bedfords as chassis-cab units from the Bedford dealer in Liverpool, the lorry body building firm of W H Hull of Tarleton was then asked to add its design of platform bodies. He also remembers that this sort of work was done by Stan Pickles who did all the joinery, with Bob Hawthornthwaite being responsible for the paintwork, while Dick Eaves was responsible for the signwriting in those far off days. So he was most amazed when this talented trio arrived on his doorstep to practise the same skills they had developed all that time ago.

#### A PROPER JOB

No expense was spared on the platform, which was made from hard wearing Keroin. The only downside of this being George was reluctant to attempt loading a pair of two-ton concrete blocks on to the surface in case this scratched the varnish or the wood itself. An exercise that was proposed when it was found the rear of the lorry was pointing too high, which upset George's sensibilities on what looked right or wrong.

George was assisted throughout the rebuild by John Bradshaw, another former S-Type driver. When George suggested removing a



It's just as immaculate inside. Note the knob on the right of the centre panel for the Ki-Gass.

few leaves from the rear springs to lower the axle ride height, John wasn't happy as he didn't think this would turn out all right, but it did, and he conceded the ride in the cab was much improved as well!

George finished off with an amusing tale that happened one night when he was sleeping in his TK's cab while parked overnight in a yard. He decided there was possibly a better way of sleeping in the cab other than across the seats, so he opened the cab doors, one by one, and closed these after catching a sheet to make a hammock across the cab. A really smart move that worked well, thereby providing a really good night's sleep, although that came to an abrupt end next morning when the yard foreman came along and opened one of the doors, resulting in a very rude awakening.



George was also helped throughout the restoration by John Bradshaw.



# On the trail of OLD ROAD TRAINS

Dave Bowers goes looking for transport history on the outback roads of Western Australia. **Words & Photography: Dave Bowers**

**T**aking a drive through the Australian outback really opens your perspective of how large this country actually is, something forcibly brought to my attention when my hire car's sat nav announced: "Proceed for the next 478 kilometres to Kalgoorlie", which was followed by a long silence – about two days' worth. There was no further need for directions, the Great Eastern Highway ran straight ahead.

As ever when I'm abroad, the opportunity to view a few old commercials, either still in use or parked up in retirement beside farms and business premises, was one of the factors that made light work of the vast distance

between my starting point in Perth, capital of Western Australia, and the gold-mining town of Kalgoorlie-Boulder, located far away in the vast interior.

I had already received some indication of the importance of road haulage along the Great Eastern Highway on a visit to the Tractor Museum of Western Australia that's situated in Whiteman Park, Perth. In addition to a large collection of tractors, a few classic farm trucks represent those that farmers once used to gather in wheat and discharge their loads at huge hoppers for onward transportation by rail or the truck-hauled road trains for which this part of the world is famous.

The sight of these hard charging behemoths bearing Kenworth, Mack and Western Star badges behind stout kangaroo bars provides another fascinating aspect of the journey I was taking as they rushed by at speed with a toot of air horns. As if anyone could possibly be unaware of their approach and commanding presence.

## TRUCKS AT THE TRACTOR MUSEUM

At the tractor museum in Perth, a Chevrolet Maple Leaf built in 1947 has been preserved as an example of the sort of farm truck used to bring the wheat crops in from the fields after being loaded from combines of the same era.



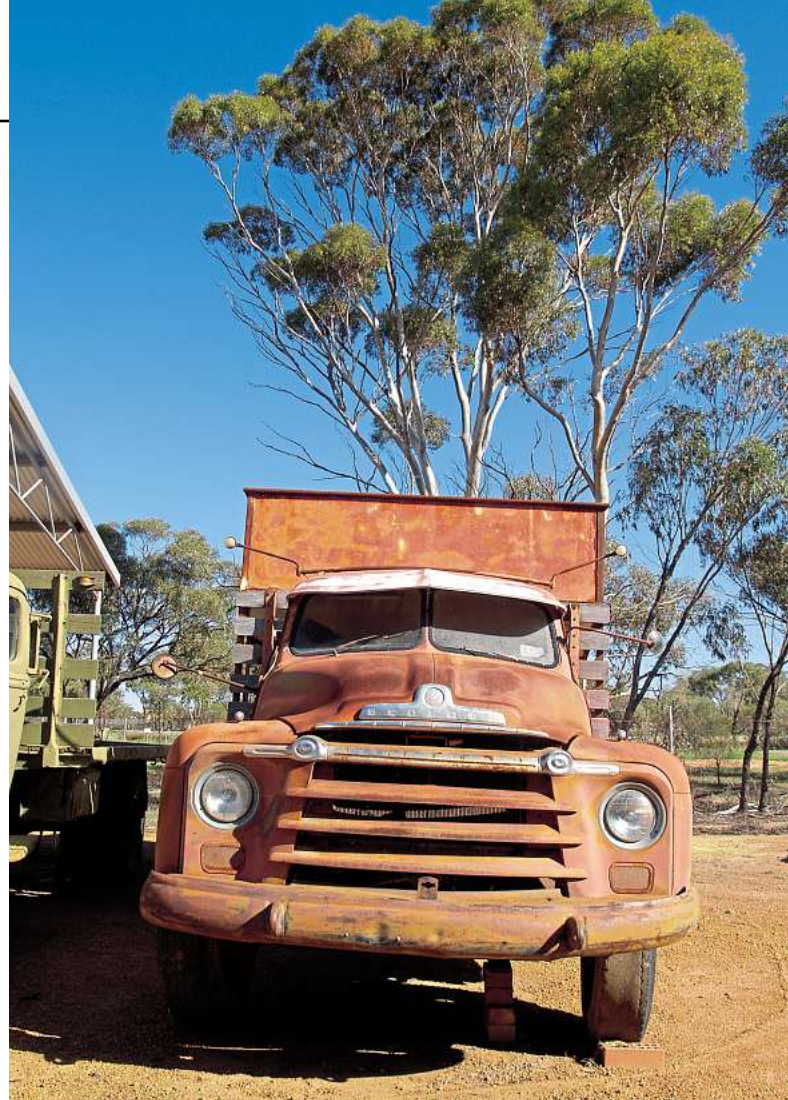




The Graham Brothers started converting Ford Model Ts into trucks in 1908. This type was built between 1921 and 1925 and is fitted with a four-cylinder Dodge engine.



This 1947 Chevrolet Maple Leaf was on display at the tractor museum in Perth.



This Bedford was on display at a museum in Cunderdin. Every scrap of paint has been removed by harsh sun and dust-laden winds.

As with most of the tractor exhibits, this had been restored by its owner, Colin Burkin of Hocking, a most practical arrangement that's to the advantage of both parties.

Rated at almost three tons, this Chevrolet is powered by a six-cylinder petrol engine, most probably the larger 235cu in unit rather than the earlier 216cu in. Built in Canada, as suggested by the name, this lorry would have been imported into Australia in CKD form under an arrangement shared between Commonwealth countries to reduce import duty costs.

In view of the 'waterfall' grille, the truck's styling dates back to an earlier model, as the Maple Leaf design for trucks introduced in 1947 followed a simpler pattern, much the same as adopted for Bedford's A Series, another General Motors' product.

Other trucks included a 1923 Ford Model T one-ton flatbed truck and a Graham Brothers flatbed of the early to mid-Twenties, the connection between these two models being that the Graham Brothers firm began making farm trucks that were based on converted Ford Model Ts.

With such a kind climate, and bearing in mind the seasonal nature of farming that calls for different types of machinery to be in use at different times of the year, it can be hard to establish whether old lorries seen along the way were merely 'resting' or had reached the end of the road. For example, an early Sixties Bedford J-Type in sun-faded green was seen at

dawn in a small township; this looked as if it could be made serviceable with a battery recharge and a couple of hours' notice.

Earlier that day we had stopped for an hour or two at a museum located in the centre of Cunderdin, where three old lorries stood in a line, with a Bedford Model A looking spectacular with almost all the paint seared off by the harsh intensity of the sun and the dust-laden desert winds which spring up from nowhere in the outback.

As well as the Bedford, which was standing on piles of bricks and bald tyres like racing slicks, an Austin K2 was observed, which may have been last used during the war years owing to a set of black-out cowls still being fitted on the headlights. Also underlining Australia's involvement in the war effort was a Ford 482T truck in military khaki which had served with Australian armed forces before then passing into civilian use as a flatbed truck.

Indoors, a fairly anonymous Chevy truck of the Twenties was also looked over without finding any identification features.

The Cunderdin Museum is a must-see for anyone travelling this way, the museum buildings once having been used as one of the many pumping stations that supplied the Kalgoorlie goldfields with the huge quantities of water needed for the steam-driven pumps, which are themselves exhibited in the museum today. Water is still being pumped along the 500km pipeline running alongside the Great

Eastern Highway, serving communities along the way, although the modern pumps are powered by electricity.

Towards dawn and dusk, the frequency of commercial vehicles travelling in both directions seems to increase, of which many are bound for the Kalgoorlie-Boulder area, although many more are travelling, or have already travelled, a much longer distance. From Kalgoorlie, the really serious long-distance traffic then heads further eastwards crossing the seemingly limitless expanses of the sun-baked Nullarbor Plain, which stretches to 1100km at its widest, with the longest expanse of ruler-straight Tarmac stretching forth for 146km.



This Bedford was seen at dawn in a small township – is it still in use?



## ROADS FOR ROAD TRAINS

The Nullarbor is just the sort of long-distance run for which road trains were designed, the most spectacular I came across being a Peterbilt tractor that was making short work of hauling a set of four water tankers at a time on the outskirts of Kalgoorlie.

Road trains benefit from efficiencies of scale when carrying large loads, further assisted by having road layouts which are as straight as a die and with little in the way of power-draining inclines or tricky descents. Another advantage is that there's very little other road traffic to get in their way.

The standard road train configuration is known as a B-double which is made up of a prime mover towing a trailer, that in turn also has a fifth wheel of its own, thereby providing an extra hitching point for a second trailer. Then there's a B-triple configuration, or double trailer, featuring two lead trailers, each of which are connected in series by a drawbar dolly.



An old International ACCO fire appliance now being used to transport a classic Mercedes rally car.



This Euclid had been converted from a dumper into a water tanker for an opencast gold mine.



An unidentified derelict ute being used as a shop-front attraction.

Even longer road trains are permissible within the traffic laws of some states, or with concessions being allowable on specific routes. The largest of these are known as the 'Body and Six' or 'Powertrain', as can be seen on the open roads of the Northern Territory, with a prime mover at the head of as many as seven side-tipping trailers hauling loads of iron ore.

Organised as a publicity stunt by the local tourist bureau, a sign can be seen on the Great Eastern as you approach Merredin announcing that the longest road train was assembled here in April 1999 by Marley's Transport. This involved 45 trailers measuring a total of 610.7 metres and weighing 603.88 tons, which Greg Marley towed behind his Kenworth K100G for 8.76km. This record has now been repeatedly challenged and surpassed, so the record today stands at 112 trailers weighing 1300 tons, hauled by a Mack Titan driven by John Atkinson, but only for the shorter distance of 100m.

Reflecting the fact that some trucks have to negotiate city roads during the course of their journeys and also to facilitate deliveries in crowded streets, a fair number of forward control tractor units of European origin were to be seen hauling curtainsiders and fridge boxes, such as Volvo FH and DAF XFs, and also cabover Freightliner Argosy models.

For hauling large farm machinery, mining and irrigation equipment, bonneted North American products are the established market leaders, with models such as the Kenworth T409, the Western Star 4900FXC and the Mack Superliner being very popular. Whether standing still or on the move, these make an impressive sight with their stacked exhausts, air breather snorkels raised high and wire mesh protecting the windscreen from any rocks thrown up from the road. The tubular chrome protection bars aren't in any way overstated bearing in mind a full-grown male kangaroo weighs in at up to 200lb/90kg. The carnage caused by these luckless marsupials is very evident by bloody messes of flesh and bone seen alongside the road verges.

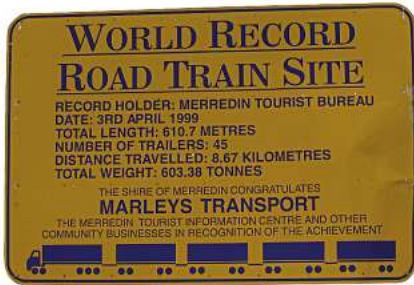




This International D1510 is in regular use transporting a mini digger.

### ADDED ATTRACTIONS

To draw in passing trade, many shops and filling stations will drag out old vehicles or farm machinery from the bush as a visitor attraction. A small ute I came across lacking any identifying marks or manufacturer's nameplate looks set to remain a mystery; a product of the Rootes Group perhaps being the only possible solution, with a rather close resemblance to a Hillman Minx saloon of the Thirties? Behind the ute stood a stripped-out Holden FJ, a car that's revered in Oz like a '57 Chevy in the USA or our own Minor 1000.



Rather surprisingly, other than the unidentified example mentioned above, no more interesting old utes were seen, either in 'as found' condition or having been restored. And as a more contemporary theme, it's worth mentioning that the great Australian institution of the ute seems to be going into a terminal decline, as both Holden and Ford are to cease production of their V8 powered utes,

which will no doubt become sought-after classics in the years to come.

Kalgoorlie was finally reached with not much left in the fuel tank and a few words from the sat nav after a very long intermission. Driving out to the Super Pit, a huge opencast gold mine excavation, provided a chance to see the mining operations from afar, the base of the pit being no less than 570m deep.

A derelict Euclid quarry truck, which had been converted from a tipper to a water bowser, provided an insight into the rigours of mining work and the elements; standing on flattened tyres with the cab literally shredded by rust,

revealing numerous holes letting shafts of sunlight into the ruined cab.

Nearby, an International Acco dual-cab fire engine arrived at the Super Pit. Its owners were using it to transport a classic Mercedes-Benz saloon car that had been competing in a long-distance rally covering an arduous cross-country route. The International brand was also well represented elsewhere in Kalgoorlie



This Ford 482T has evidently seen service with the Australian military.

by a model of unspecified type dating back to the Twenties that I found in some old mine workings; and also an International D1510 on a street of colonial-era buildings. It was serving out its latter years towing a trailer carrying a mini-digger for a small construction firm.

A journey to cherish and remember was made more interesting by what was seen along the roadside; the only disappointment being that I wasn't taking a ride across the length of the Nullarbor in one of those multi-wheeled road trains.

An early Freightliner Argosy.





**W**hen painting aluminium parts and panels, to get the paint to adhere to the surface properly for a long lasting finish, it is necessary to treat the surface with an etch primer. There are many commercial vehicles with aluminium panels, particularly those with traditional coach-built cabs and bodies, and in addition many engine and other mechanical parts are also aluminium, such as sumps, timing cases, rocker covers and gearbox bellhousings etc.

### ETCH PRIMER

The name says it all, etch primer contains an acid that once sprayed on to your parts etches into the surface, creating that all important bonding surface for the primer to attach to.

Etch primer comes in several different forms, for small areas aerosol cans are available, just used like any other primer. For bigger jobs etch primers are available from paint factories.

The one I use is a two-part primer, the paint is mixed 50:50 with the activator before use. It is not a two-pack paint that gives off Isocyanate fumes as it cures, but safety precautions need to be adhered to, as the etch primer contains acid and is not very good for the lungs. Water based etch primers are now available, supposedly better for the environment. Being of the 'old school' I am not sure they are as good as traditional paints, but you pay your money and make your choice.

### ZINC PHOSPHATE

When it comes to steel panels and parts, generally once the items have been prepared the traditional first step was to paint with red oxide paint before continuing with your preferred painting scheme. There is no reason not to use traditional red oxide over a zinc phosphate coating; it will add enhanced protection to your panels.

Without getting bogged down in technical stuff, when zinc is applied to steel it not only offers physical protection from the elements, it acts as a sacrificial layer. The zinc having a different molecular structure from the steel means that it is this that is sacrificed instead of the steel beneath; basically the zinc corrodes instead of the steel panel.

Another benefit is that if the panel is scratched right through the paint, the zinc coated edges of the scratch will corrode rather than the underlying steel, so hopefully eliminating rust creep under the paintwork.

The proprietary name of the zinc phosphate that I use is Panel Prep, it comes in a pack with a trigger spray, using it is simplicity itself, after thoroughly degreasing the panel all that is required is to squirt the product onto the panel and keep wet for 20-30 minutes by applying more from the squirter if it starts to dry.

After the allotted time all that is required is to rinse the panel with clean water and dry thoroughly before applying the paint system of your choice. Another benefit is that it will act as a rust remover, the accompanying blurb states that it will remove quite heavy rust deposits, but I prefer to remove most of the rust beforehand with a wire wheel or sand blasting.



It is important when handling chemicals that the correct PPE (personal protection equipment) is worn to protect yourself, and others, from any adverse effects. Always follow the safety advice on the tin or literature.



# Give your panels THE PROPER TREATMENT

If you're looking to keep that just finished lustre longer on your painted parts, workshop expert **Richard Lofting** shows how etch priming and zinc phosphating can help on aluminium items.







**1** Etch primers are available in several forms, this one is a two part system from Tetrosyl, the primer is mixed 50:50 with the acid activator. Once mixed allow to stand for 15 minutes before use.



**2** Paint mixing cups are ideal for mixing small quantities, and are relatively cheap to purchase. In this case after thoroughly mixing tin contents, I poured the primer into the cup up to the 150ml line and then topped up to 300ml, giving me 300ml of primer at 50:50 ratio, this is then stirred to mix the two parts.



**3** The aluminium alloy parts were sandblasted with crushed glass media in the sandblast cabinet to get rid of any remaining paint, this gives a lovely surface for the paint to flow over. Before painting, just to make sure there was no contamination I degreased all the parts with brake and clutch cleaner. Masking tape was applied before sandblasting to the riveted on badges, this will stay on until final painting.



**4** Once the first thin coat had surface dried a second coat was applied before leaving to thoroughly dry before application of ordinary primer/undercoat.



**5** Once the etch primer was dry, this was followed with two good coats of primer/undercoat, this was followed with a coat of top coat, once the tractor is assembled several more top coat layers will be applied.



**6** In this case the top coat paint was Tractol Ferguson grey enamel, this ensures protection from the elements and workshop environment as undercoats are semi-permeable and can absorb moisture or oil causing problems later on.



**7** On steel panels it is advantageous to treat with a zinc phosphate wash, a water based product which will remove surface rust, before leaving a zinc phosphate coating.



**8** After sandblasting the steel panel, once again with crushed glass media, it was degreased before applying the 'Panel Prep'.



**9** The zinc phosphate wash comes in a handy spray pack, ensuring a thoroughly wetted surface without any additional tools required.

*“When zinc is applied to steel it not only offers physical protection from the elements, it acts as a sacrificial layer.”*





**10** Sometimes areas will bubble up during the process, this is perfectly normal, just keep the surface wet, the blurb says if used on surface rust leave for 30 min, but leave for a minimum of 20 minutes on clean panels.



**11** After a while subtle changes in the surface colour will be noticed as the zinc phosphate forms, after the allotted time thoroughly rinse with clean water and then dry the panel, I blew the worst of the water off with the air line.



**12** Once dry, the zinc phosphate can clearly be seen on the panel surface, this will keep rust at bay, but it will be best to get some more paint on fairly quickly.



**13** Once the steel panel had a coat of primer, it clearly showed the pits where the rust had been, these small blemishes are easily remedied, with the application of some acrylic putty before further coats of paint.



**14** Acrylic or stopping putty is an extremely thin filler, it needs to be applied in thin layers and allowed to dry thoroughly before sanding down and repainting; if rushed it will inevitably "sink" leaving blemishes in the finished paint work.



**15** Once the fine filler is dry, rub down with fine abrasive (400 grit wet and dry) all those pits can be seen as a lighter shade, now filled, a few needed a second going over before applying more undercoats.



**16** This tractor wing was painted about seven years ago, after discovering rust fingers spreading under the panel holding coat as supplied on replacement wings, it was rubbed down to bare metal and treated with zinc phosphate. There are no signs of any rust activity under the paint.

## Richard's Tips

- The more effort put in to preparation, the better the finished job.
- Do not rush painting, allow time for each coat to thoroughly dry before applying the next one.
- Cover other projects in the workshop, otherwise they will get a mist coat of whatever you are spraying.
- Patience is a virtue; rush the job at your peril.

## Health and safety

- When using any chemicals wear suitable protective clothing.
- Read all instructions supplied with products.
- Be aware of the fire risk with traditional paint systems with volatile thinners.



# Next month

ON SALE DECEMBER 18, 2014



## MANUFACTURER'S HISTORY

We have a look back at the history of the only lorry to be designed and manufactured from the ground up in the Republic of Ireland – Dennison.

## FIRE DOWN BELOW – WE THINK

Ever wondered what your Member of Parliament got up to during the summer recess? Well if your MP is Robert Goodwill then his first choice for relaxation is energising his assortment of steam-powered machinery. Bob Tuck is invited to watch Team Goodwill as they prepare for the 2014 Driffield Steam & Vintage Rally and discovers a classic F10 Globetrotter plus a heck of a lot more.



## ROWLEY'S FINEST

It's more than 30 years since the two Salkeld brothers – Melvin and 'Bossy' – decided to sell their road-going fleet to what would be the amalgam of JSY. But to those of a certain age, the stunning turnout of both Salkeld's Rowley depot and the eight-wheel Foden tippers will be something they'll never forget. Melvin's son Bryan Salkeld talks to Bob Tuck about growing up at 'The Croft', while Salkeld driver Marshall Eglon recalls some happy days.



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1970 Recovery truck, recent extensive renovation, very good condition and is exempt MoT and RFL, same owner last 30 plus years and is for sale due to retirement. Can email more pics if required. **£7000 and no VaT. Needs to go to a good home!! Tel. 07711 517425. Lincs**

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1942, good condition, the only one as it was built by Durham Fire Brigade workshops, Mot and tax exempt can be driven on a car licence.  
**Tel. Raiph 07771 961307.**

## BEDFORD O.L.B.



Dropside, 1951, good running order, Hawson body, 100% complete, need some restoration, **£6500**  
**Tel. 01902 405161 (office hours only). W Mias**

## BEDFORD TL 1260



Tipper 330 turbo engine, 22,300 miles from new, original tyres, tax 2/15, MoT 10/14, excellent unrestored condition, **£7500**  
**Tel. 01978 821602. Denbighshire**

## BTC 4-IN-LINE TRAILER



Pre-1960, in process of refurbishment, wheels shot blasted & painted, all good tyres, brake lining and drums etc all in good order, needs painting and reassemble to finish, new mudguards inc.  
**Tel. John 01594 835254; 07976 521979. john@thececil.plus.com**

## COMMER 2 STROKE



1966, recently restored Rootes Supercharger, 6 speed, 2 speed axle, Scammell coupling, trailer also available, top notch restoration, **£13,500**  
**Tel. 07773 767481. Northumberland**

## COMMER KARRIER BANTAM



1959, diesel arctic, 58k, coupled to 15ft flat trailer, tax and MoT exempt, no HGV necessary, good cond. Option to purchase 21 beer barrels if required. **£8500**  
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1935 chassis/cab, fully restored, just needs flatbed body and final painting/lettering, long list of spare parts and other fittings available, good offers over **£7000**  
**Tel. 07776 015998. W Sussex BRADING1948@uwclub.net**

## DENNIS ACE



1933, full chassis rebuild over 10 years, has been in the British Commercial Vehicle Museum in Leyland, Lancs for the past 3 1/2 years, has been featured in this magazine in 2008, **£20,000**  
**Tel. 07941 296776. Lancs**

## DENNIS MAX 6



Good engine, runs and drives, new clutch fitted, chassis and cab required, restoration, good reason for very reluctant sale, **£3000 ono**  
**Tel. 01355 303392. Lanarks**

## ERF C SERIES



1985, chassis cab with tipping gear, Gardener 230 with Fuller 9-speed gearbox, restoration project, 6 wheeler, complete, **£1500 ono**  
**Tel. 01934 712180. Somerset**

## ERF SHOWMANS SPECIAL



1986, Cummins 290 engine, front storage, c/w 2 x 40 ova Perkins 6354 generators in rear, also fitted turner winch and 10kva 240 1.5 BMC power set underside, **£5500 ono**  
**Tel. 07977 582407. Cambs**

## FODEN 350 CUMMINS



Diff locks, cross locks, tested March 2015, exceptional condition, ideal for rallies, POA  
**Tel. 07909 628481. Cumbria**

## FODEN S21



8x4 Recovery Truck, 1964, complete and running but needs restoration, ex Blue Circle vehicle, jib and winch working, great project, all paperwork present, inspection welcome. Priced **£3750 but sensible offers invited.**  
**01922 456973; 07976 620061. W Mids**

## LAND ROVER SERIES 3



1978 HCB/Angus L4P fire appliance, only 11,300 from new on 2-1/4 petrol engine, many new parts fitted. Offers around **£7000**  
**Tel. 0191 4100431. Durham**

## MACK 6X6



1948, original Billy Smarts circus, original 12ltr petrol engine, good condition, everything working, must sell offers around **£15,000**  
**Tel. 07850 437293. Brighton**

## RARE VAN



Three owners, 61k miles, 1960, been standing awhile, no tax or MoT, needs some restoration to lower skirt panels, **£3250 ovno**  
**Tel. 07961 723730 after 2pm only. Suffolk**

## RUBERY OWEN



3 bed living van, fibreglass roof, ply lined and insulated d/bed, dining area, 3-way fridge/cooker/shower/toilet, 12/240v/solar awning and safari room winter cover, **£5500 ono**  
**Tel. 07715 120030. Somerset**

## SCAMMELL LORRY



1935, restored and rallied many years, second rest almost completed, needs finishing, new cab and much bodywork fitted, 6LW engine, gc, spare tyres, one brand new, rare in orig cond, history well documented, **£15,000 or best offer**  
**Tel. Dave 01761 415219. Somerset**

## VOLVO F65



26ft Beaver tail sleeper cab, MoT till Aug 2015, taxed Nov 2014, electric winch, good working order, **£2500**  
**Tel. 01379 650504. Norfolk**



### VOLVO F7



8-wheeler, very good condition, 95% finished, lots spent on it.

Tel. 07884 348045 for details. *Strathclyde*

### AUSTIN CONTROL UNIT



1942, good condition, the only one as it was built by Durham Fire Brigade workshops, MoT and tax exempt, can be driven on a car licence.  
 Tel. Raiph 07771961307.

### BASSETT-LOWKE



3/4" scale model traction engine and water cart with its own wooden storage/carry case, very well made, spirit fired, cash on collection, £2150 ono  
 Tel. 07990 858645. *Northants*

### BURRELL THETFORD



Town Showman, part-built, drawings, many parts included, good project, bargain. £2200; no withheld calls please.  
 Tel. 07962 342482. *Essex*

### C TYPE FODEN



4 1/2" steam lorry, John Rex design, with high steam, CE marked boiler with 10 year cert from date of commissioning, approx half-built, very little left to do, £5995 ono  
 Tel. 01268 734446. *Essex*

### FODEN S83



lorry, d/drive, 265 Rolls Royce engine, needs tlc, £1500 ono  
 Tel. 07852 196779. *Lincs*

### FODEN STEAM WAGEN



4 1/2, four years old, 8 year professional hydraulic test, professional built boiler, excellent paint job superb engineering and first class runner, £18,000 ono  
 Tel. 07788 990015. *Staffs*

### FOSTER TE



4" scale, black, vgc, boiler test till March 2015, road reg, new tubes fitted 2010, ready to rally, can be steamed anytime for serious buyer, £16,500  
 Tel. 01235 521678. *Berkshire*

### FOWLER PLOWING



Engine Jack of Herts for sale, good boiler.  
 Tel. Dave 07785 276907. *Berkshire*

### GREENS DRX



Diesel Roller with Petter AVA2 engine, starts and runs well, ready to rally, call for further details, £1500 will take an offer  
 Tel. 07771 561157. *Dorset*

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1908, Traction Engine, single cylinder 8HP, rally condition, new boiler, both axles & many other parts,  
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### MAXI-TRACK



1-in scale traction engine, poor health reason for sale, £800 buyer collects  
 Tel. 01628 662651. *Berks*

### ROBEY COMPOUND



1890, Portable Steam Engine No. 11301.  
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 stevensmechanical@telkomsa.net

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1909, 6hp, new firebox/barrel, overhauled, excellent condition, with semi portable parts, £15,500  
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### CHEVROLET C10



Stepside, 1964, lots of new stuff, ball joints, springs, battery, wood bed (\$900) etc, MoT and registered, drive away, very clean and tidy truck, lovely to drive. £9499  
 Tel. 07957 950288 for more details. *B'ham*

### CHEVY 4X4 TRUCK



1976, genuine Texas Super Muscle truck! 383, V8, auto, pb, ps, loads spent, £13,500 obo  
 Tel. 07913 732258. *N Lincs*

### CHEVY SILVERADO 454 CI



1976 Camper Special, MoT Sept 2014, use as pick-up or camper, 4 berth, fridge, cooker, shower, £6995 ono  
 Tel. Neil 07976 240948. *Derbys*

### CJ5 JEEP FACTORY 304



1979, V8, lhd, totally restored 100% no rust, owned for 20 yrs, £7995 ono  
 Tel. Mike 0777 6036027. *Oxon*



## DODGE POWERWAGON



1960, WM 300M, 1 ton, 4x4, ex Danish, not registered, barn find, tyres, body good, some rust, engine partly stripped, turns, Tel. 01929 424786. Dorset

## DJ5 JEEP



1972, full body off restoration, f/disc brakes, 5.7 small block Chevy 700 R4 gearbox, great paint job, these Jeeps were used as post office Jeeps so is r/h drive, £13,500 ono Tel. Peter 07710 675034. Essex

## DODGE RAM 2500



Pick-up, MoT till Oct 14, needs tlc, good tyres/wheels, drives very well, real power horse, sounds very meaty as you would expect from a Dodge, £3950 ono p/x possible Tel. 07950 440130. Devon

## FORD ECONOLINE



Pick-up, 1963, totally restored and upgraded to Hi-Pro 289 V8 auto, Super Straight body with excellent paint, new trim, disc brakes etc, Tel. 0114 2685195. S Yorks

## FORD F1



Pick-up, 1951 V8, 390 auto Californian truck, white with red leather seat, UK registered, ready to use, £20,950 Tel. 01892 724800; 07836 780322. Kent

## FORD F100



1969 Pick-up, only 69k, year's t&t, registered, all brakes rebuilt, good paint, no rust, orig 3 on a tree manual powered by a 360 V8, proper cowboy Cadillac Tel. Alan 07973 834588. Middx

## FORD F100



1956, big window custom overdrive, registered, taxed, have log book, Patina clear coat, 6 cylinder, drives good, 3 speed manual with overdrive that works, £12,000 no offers no trades Tel. Richard on 07789 727033. Beds

## GMC SHORT BOX PICK-UP



1956, exc unfinished project, lots spent, cab and chassis restored by Bodyshop, in white primer, new clocks, tinted windows, lots chrome, need engine and gearbox, £5500 Tel. Andy 07795 320209 for details. Dorset

## GMC TYPOON



Superb Condition inside and out, rare all white version, amazing performance refurbished wheels, needs nothing. Tel. Nick on 07930 690333. N Yorks

## KENWORTH W900



1988, 400 cat engine, runs great, reg in UK, ready to put to your colours, looking for an Airstream, will p/x anything American, £17,000 Tel. 07831 622190. W Yorks

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Numb 0185 80K "54" reg, 5.7 Hemi, t&t, on 20" V-rock alloys, K&N filter, lots spent, runs and drives 100%, £14,000 Tel. 07834 553479. W Yorks

## AMERICAN FIRE TRUCK



Stunning, 1950, imported from New Jersey, MoT and tax exempt, £5,224 Tel. Albert 01543 572071. W Mids

## COLLECTION OF TIN TOYS



Made by British manufacturers, all in good condition, (not repros or foreign copies). Tel. 07792 352423. W Mids

## CORGI CLASSICS



Wimpey Scammell Constructor (x2) an 24 wheel girder trailer 1:50 scale and including a limited edition certificate, never been out of the box, so in immac cond, £85 Tel. 07860 789433. Lancs

## DAF CAR TRANSPORTER



1970s, £20 inc postage Tel. Andy 07582 513324. Worcs

## DINKY AEC



Monarch 1950, Shell Chemicals, displays well inc box and post. £95 Tel. 01829 733969. Cheshire

## DINKY AEC



British Road Services lorry, 1960s, excellent condition, lovely collector's model, not boxed, £50 plus p&p Tel. 07904 612841. Kent

## DINKY AEC



1960s, are orange cab truck hire company, Liverpool, good condition, hard to find, not boxed, £35 plus p&p Tel. 07944 285293. Kent

## DINKY FODENS



Two 1948 genuine Dinky not recast, one flat bed, one tail board wagon, £125 each inc post Tel. 01829 733969. Cheshire

## FODEN DINKY



Burmah tanker, 1970s, as brand new, only out of box for a look at it, make good collector's item. £75 plus p&p Tel. 07944 285293. Kent



### FORD TRANS CONTINENTAL



New in box from 70s, **£30 inc postage**  
 Tel. Andy 07582 513324. Worcs

### HEAVY HAULAGE CORGI



1:50 scale Scammell Constructor Siddle  
 C Cook Ltd, this has never been out of the  
 box, so is immaculate and unmarked, **£45**  
 Tel. 07860 789433. Lancs

### LONDON TRANSPORT BUS



Corgi 1/50 scale, cc26102, unused, boxed  
 RTL double decker London transport bus,  
**£18 plus postage**  
 Tel. 01296 612619. Bucks

### MODELS



two Leyland Octopus tankers, shell/BP  
 and Corn Products, **£145 each inc post**  
 Tel. 01829 733969. Cheshire

### MODELS



three Dinky tractors, Field Marshall rare  
 one and two Leylands, **£65 each inc post**  
 Tel. 01829 733969. Cheshire

### PRO MOTORS



Special Edition Scammell van, produced  
 for Scammell Owners Club to celebrate  
 their 21st Anniversary, unmarked, never  
 out of box, quite rare, **£35**  
 Tel. 07860 789433. Lancs

### SCAMMELL CRUSADER



Container truck, **£25 inc postage**  
 Tel. Andy 07582 513324. Worcs

### SCAMMELL HANDYMAN



Co-op lorry with two Commer vans,  
 excellent condition, very collectable,  
 1970s, not boxed, **£120 inc p&p**  
 Tel. 07904 612841. Kent

### SCAMMELL HIGHWAYMAN



and Ever Ready tanker set, never been out  
 of the box so it is unmarked, **£45**  
 Tel. 07860 789433. Lancs

### SHELVOKE AND DREWERY



Refuse truck, **£20 inc postage**  
 Tel. Andy 07582 513324. Worcs

### TWO DINKY COMMERS



1950, artic@breakdown wagon, both in  
 good order, with boxes, **£65 each**  
 Tel. 01829 733969. Cheshire

### BEDFORD S TYPE



or RL pair of wings, good condition just  
 need spraying, **£100**  
 Tel. 07598 308606. Cambs

### BEDFORD S TYPE OR RL



or r/l bottom door panel, passenger side,  
 new/old stock, **£100**  
 Tel. 07598 308606. Cambs

### BSA ENGINE



220cc stationary petrol/paraffin, fires ok,  
 needs tlc, ideal first project, **£30**  
 Tel. 01242 236485. Glos

### MADISON-KIPP



lubricator model R44W, working - will build  
 pressure to over 250 lbs/sq", **£400 plus p&p.**  
 Tel. 07517 449234 no texts. County  
 Antrim

### PAIR CYCLE WHEELS



3ft 6" Velocope, 1800s, have new  
 spokes and Vellis cut to repair from 20  
 years, kept timber, **£500 ono**  
 Tel. 0117 9614663. Bristol

### ROLLER



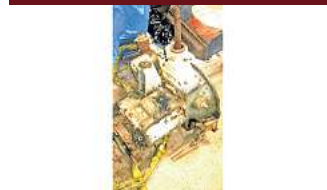
front rolls, complete with front yolk to fit a  
 6-8 tonne full size roller, size of the rolls are  
 approx 40 half x 40 half.  
 Tel. 07990 858645. Northamptonshire

### SCAMMELL



starting handle, excellent condition with  
 brass handle, **£300**  
 Tel. 07720 950920. Lincs

### SHELVOKE & DREWERY



Gearbox from a fork lift, c/w a David  
 compressor, also clutch bell housing and  
 flywheel, **Offers**  
 Tel. 01732 850797. Kent

### STEAM ATOMISING OIL BURNER



Believed used on traction engine, 7.5" o/a  
 flange dia. Offers plus postage to  
 Tel. 01764 670586. Perthshire



## TIPPING CART



horse drawn, new tyres.  
Tel. 01268 413493. Essex

## VINTAGE EXTINGUISHERS



1970/1990, a great collection of vintage Chubb extinguishers, excellent condition, ideal for a vintage display or heritage collection, buyer to collect, £120 ono  
Tel. 01202 822947. Dorset

## ARMY CHARGING SET:



Ex Signals Corps from 1954 with variable voltage up to 15v, air cooled 100cc BSA SV petrol engine and magneto ign with dynastart type charging, £100  
Tel. 01282-771874 (eves). Lancs

## BEDFORD ?



Genuine new o/stock, master cylinder P/N 8817967, assorted 16" x 20" wheel studs, l/h and r/h, stud back, nut and wheel, nut and dowel, £5 each; 466 fan, £10; £50  
Tel. 01202 743006; 0770 2061102. Dorset

## BEDFORD 300 DIESEL



starter motor, reconditioned, plus 6 injectors.  
Tel. 07598 308606. Cambs

## BEDFORD 466



(early inline pump model), compressor and pump coupling, £25; starter motors: 1, 24v C.A.V. P/N 1364108 VL 1874, BS524P-216; 1, 12v Lucas P/W MSOG 26388A. No: on external solenoid Lucas 76985A, £25 each  
Tel. 01202 743006; 0770 2061102. Dorset

## BEDFORD OKM WINDSCREEN



in various states, several Bedford QL, engine, transfer box, radiator, front grill, various other Bedford spares, Austin K2 radiator,  
Tel. 07831 138408. Berks

## BEDFORD WC



1937, wheel shot blasted, some rust, Bedford QL engine, gearbox, radiator panels, transferable Bedford OKM, screens, various.  
Tel. 07831 138408. Berks

## BROCKHOUSE TRAILER



1967 refurbished with new Keruon floor, good tyres, ready to test with dropside frames.  
Tel. John 01594 835254; 07976 521979. Glos

## CLARKE WOOD LATHE



37", 12" tool rest, 6" tool rest, 4" face plate, bowl turning tool rest, lathe is virtually unused, c/w fixings and operating/maintenance instructions, £110  
Tel. 01422 350449. W Yorks

## DYNAMETER/DON BRAKE METER



for sale instructions and test certificate from 1968, excellent condition, not used since 1970, full working order, collection or will deliver locally, £100  
Tel. 01895 835510. Middx

## EXTERIOR SUN VISOR



Volvo F86?, believed to be from an F86, approx 79" between outer brackets, good condition. Made by Cornett of Denmark. Cash on collection only, £75  
Tel. 07736 546814. Tyne & Wear

## FOUR METAL BOXES



Ex-military, £50 buyer collects  
Tel. 01933 624565; 07714 586288. Northants

## GARRETT OF LEISTON



seed drill, made before 1913, good condition for its age, Offers  
Tel. 01278 783308. Somerset

## IFOR WILLIAMS



LM105 GHD, 10ft x 5ft 6", 3.5 ton gross, drop sides, excellent condition, £1700  
Tel. 07778 322555. W Mids

## LEYLAND ERGOMATIC



driver's seat, will also fit AEC or Albion with Ergomatic cab, offers to  
Tel. 02380 736698. Hants

## LOWLOADER TRAILER



knock out neck with rear ramps Tasker /Andover, 1975, MoT till July 2015, use with PTO or donkey engine, good tyres on tubeless wheels, very good condition, £5000 ono  
Tel. 07739 608280. Somerset

## MASSEY HARRIS



Hay loader, all complete.  
Offers or will be scrapped  
Tel. 01278 783308. Somerset

## OLD FORECOURT PUMP



Serial No V42103 petrol pump bowser,  
Tel. 01407 764093. North Wales

## OLD SERVICE RECORDER



A rare one without a clock face, as featured in a previous Heritage magazine, ideal for classic lorry, £110 inc post  
Tel. 07903 904199. Cheshire



### PAIR NOS TRICO TRAFFICATORS



- large commercial type, in original boxes,  
**£50 plus p&p**  
 Tel. 01423 709175. N Yorks

### SERVIS RECORDER



1949, spy in cab, early tacho, sensible  
 offers only, all keys, good working order,  
 Tel. 01829 733969. Cheshire

### SIMMS MAG



Serial no 297760, SRM-4-27, full working  
 order,  
 Tel. 07598 308606. Cambs

### SIMPLICITY BROADMOOR



111/6116 twin cylinder tractor mower,  
 h/duty drive, approx 4ft cutter, **£390**  
 Tel. 01442 832744. Herts

### VINTAGE STOVE



Portway Sons No 2, 2ft high, 1ft diameter,  
 flue outlet needs sleeve, **£70**  
 Tel. 01242 236485. Glos

### TRAILER BODY



14ft 2inches by 7ft 8inches (approx.), steel  
 with checkerboard floor, ideal for carrying  
 tractors/plant, **£400**  
 Tel. 07712 808252. Durham

### TWO FORD D ENGINES



Marinised engines (believed mid 1950s),  
 reconditioned several years ago but never  
 used, stored outside under cover and are  
 suffering from surface rust. **Sensible**  
**offers.**  
 Tel. 01269 850039. Dyfed

### TYRES 900 X 20



on 8 stud wheels, 4 Goodyear plus 1  
 Michelin, new,  
 Tel. 07598 308606. Cambs

### AUSTIN K8 TRUCK



1951 wanted, 20" dia wheels, two of, as  
 photo,  
 Tel. 07932 629140. Surrey

### CASE HIGH D



1939, running order, original condition,  
 excellent tyres, **£2750**  
 Tel. 01480 472315. Cambs

### GRILL EMBLEM



For Sentinel. **£150**  
 Tel. 01225 874147. Somerset

### RAC CHROME



on brass enamel, original 1960/1970s  
 badge with grill or badge, bar fixings,  
 excellent condition, **£50**  
 Tel. 0208 3997541. Surrey

### SALISBURY FLARIO



brass railway lantern, **Offers**  
 Tel. 02380 736698. Hants

### HEDGE TRIMMER



Mobile Electric, Villiers Midget engine  
 running Crompton Parkinson 110 volt  
 generator, complete with two  
 hedgecutters and bulb display, **£275**  
 Tel. 01492 873367 or 07885 957072.  
 Gwynedd

### LARGE SPANNERS & SOCKETS



for vehicle restoration, Unified & Whitworth  
 sale for **£40**  
 Tel. 01895 835510. Middx

### MCLAREN BRUSH



50 KVA generator, Ricardo 3 Cylinder 66  
 HP Diesel, rare 1949, good starter sweet  
 runner, 3 phase and single phase, owned  
 it for 30 years, **£5000**  
 Tel. 01132 842332. Yorkshire

### PORTABLE WHEEL



One Marshall steam portable wheel,  
 diameter 3ft 2.5", width of outside rim 5  
 inches, 800 euros,  
 Tel. Philip 00353 526133444 after 6pm..  
 Elre

### PRINCESS MARINA



L.M.S. 2-6-0 partial build with plans and  
 constructors guide, completed:  
 mainframes, drivers, boggie, valve gear,  
 pistons, reversing gear, shaft pump,  
 photos available on request.  
 Tel. 07584 330239. S Yorks

### STEAM SIREN



8in high, 1/2" BSP connection, includes  
 whistle valve, **£450**  
 Tel. 01353 740470. Cambridgeshire

### ROAD TAX IS NOW NON-TRANSFERABLE

New government rules means  
 vehicles can no longer be sold  
 complete with road tax. If there is  
 any road tax remaining on a vehicle  
 you're selling contact the DVLA for a  
 refund. You now have to apply for  
 new road tax whenever you buy a  
 vehicle.

For more info, visit [www.gov.uk/government/news/vehicle-tax-changes](http://www.gov.uk/government/news/vehicle-tax-changes)

**We have made every effort to  
 remove any mention of vehicle  
 tax but please ignore any which  
 may have slipped through.**



## For Sale

**BEDFORD TK 750 FLAT** 6 cyl engine, good cab, vehicle in good condition, must be seen to be appreciated, 6 new tyres, Man 8163 flat, this vehicle is in nice order, 20ft, almost new platform, £3250. Tel. 01490 420330. Denbighshire.

**BROCKHOUSE SCAMMELL** type trailer, 25ft x 7ft approx, blasted and painted a few years ago, kerning floor, new side panels, wings, lights, 5090 Michelin tyres, ready to go, have sold tractor unit, £2500 ono.. Tel. 01939 250670. Shrops.

**COMMER QX TS3** T/uin, X Tate and Lyle, good runner. Tel. 07879 655403.

**LUTON CATTLE BOX** 17ft Hollyoaks timber, in very good condition, c/w all side flaps/ inside gates on Luton/ section bars, will fit TK Bedford, any sensible offer considered. Tel. 07831 299757. Shrops.

**MORRIS MRA1** with rare welding body, lovely runner and much work done to recom-mission this hard to get truck, only £2350 ono. Tel. 01261 842982.

**TWO MORRIS COMMERCIAL** Tonner trucks, plus loads of spares, 1937, T2 stripped down plus parts for a 34 van, sufficient parts to rebuild the '37 truck and rolling chassis for the '34, est value £5k, offers over £3000. Tel. Dave 01405 816800. S Yorks.

**SHOWMANS WAGON** 38ft, three pull-outs, two bedrooms, gch, ensuite, £7000 ono. Tel. 07971 651433. B'ham.

**FERGUSON T20** P3/144 diesel conversion, good engine, gear box, rear tyres, tin work poor, rare conversion requires finishing, runs, drives, stops, well, £800. Tel. 01525 220034. Beds.

**FORD 4000** 1966, starts & runs, brakes need replacing tinwork reasonable, mud-guards rot, two new tyres, Foreloader front loader with bucket, been on market garden most of its life! £2100. Tel. 07807 825526. Kent.

**FORD MODEL A** 1930 Roadster, all stock running, £12,000. Tel. 07789 727033; 01582 655812. Beds.

**BEL AIR** 1960, MoT registered, recent restoration, colour matched, new import, see it buy it - for more info £16,000. Tel. 01638 615601. Suffolk.

**BUICK 1971** huge workshop manual the size of an old style telephone directory, covers all 71 Buick models including Boatail Rivieras, £30 can post at buyers cost. Tel. 0750 1084121. Hants.

**CADILLAC DEVILLE** 1989, all white, immaculate cone, first to see will buy, MoT, £3750. Tel. Rob 07747 585707. S Wales.

**CADILLAC DEVILLE** all white, leather, well maintained, history with car, 1989, white vinyl roof, looks like soft top, rare model, £3750 ono. Tel. Rob 07747 585707. S Wales.

**CADILLAC FLEETWOOD** Sedan white, matching leather, 70k miles, history, Smooth V8, all usual extras, Whitewalls, long MoT and tax, £3995. Tel. 07950 398750. W Mids.

**CAMARO FIREBIRD** 1982-92, l/h driver's door mirror, remote controlled, NOS in original GM box, never fitted to a car, perfect mirror glass, satin black finish, paint to match your car, £36 inc UK post. Tel. 01270 588146.

**MASSEY FERGUSON** 20.8 baler in working order with manual, £400. Browns Flat 8 bale sledge, £200. Tel. 01525 220034. Beds.

**CHRYSLER 300C HEMI** Black, 5.7, V8, 40,800 miles, top spec, new tyres, sunroof, a /c, Sat nag, serviced, excellent condition, taxed, 11 mths' MoT, reg 16/12/2005, £6000. Tel. 01329 236011. Hants.

**FORD EXPLORER** 1999 Eddie Bauer Edition, red/gold exterior, grey leather, 125k, super reliable, fully serviced, drives superb, great winter car, £2495 ono. Tel. 07714 139981; 01386 701902. Glos.

**FORD MUSTANG 289** V8, Texas import, all duties paid, needs total restoration, £6500. Tel. 01142 686354. Sheffield.

**GM 10 BOLT AXLE POSI-TRACTION** 3.42 ratio out of a 87 Buick Grand National will fit any 78-87 GM G body, came out of a 92k mile car, perfect working order, only removed because a Ford 9" rear end was fitted, £600 ono. Tel. 07809 698488. W Mids.

**HARLEY DAVIDSON XL** Custom Sportster, 1200cc, Limited Edition model in silver and black, MoT and taxed, immaculate machine with panniers, single seat and others, extras you won't find better, low mileage, £5995. Tel. 07950 398750. W Mids.

## Models

**1/18 MODELS** 1947 Cadillac, £20; Ford 150 pick-up, £16; 2000 stretch Lincoln, £30; Hum-vee military, £15; 1/24 1956 T-bird Street Rod, £12. Tel. 01509 239546. Leics.

**26 MODEL BUSES** in original boxes, £520; X Files, complete, on 50 DVDs, £400; quantity of McDonalds toys, £400. Tel. 01493 369938. Norfolk.

**MODEL STEAM ENGINES** wanted, finished or part finished, workshops cleared, cash paid. Tel. 07811 484124. Suffolk.

## Parts For Sale

**10 MPG** - best ever number plate for Yank/gas guzzler! £8995 ono. Tel. Marcus 07585 728678. Leics.

**AVELING BARFORD** BD diesel roller, reg 1937, £2800 ono. Tel. 01978 824655. N Wales.

**BEDFORD OB** a pair of headlamps in good servicable condition with good reflectors and lenses, £100 plus postage. Tel. 01684 593940. Worcester.

**BEDFORD 8 CWT VAN** 1939, complete, new/old stock distributor, all original, see through cap point, rota arm everything is there, model DX4A 'O' type P31 Lucas, Open to offers. B'ham. Email: [helldriver@blueyonder.co.uk](mailto:helldriver@blueyonder.co.uk)

**BEDFORD S TYPE OR RL** NEW window rubbers for small corner window of doors, £30. Tel. 07598 308606. Cambs.

**CAR GENERATOR** c 1920, Model B, 12v producing 100 watts at 1000 rpm, suit early lorry, bus, Foden or sentinel steam wagon, Unit No 1098. Tel. 01824 702674. N Wales.

**CHEVROLET BLAZER** rear axle, imported from Florida, used item, not collected, also auto box to suit GM 241C, trans axle fitted, Offers. Tel. 0161 4274625; 07847 480299. Cheshire.

**ONE TRUCK** outdoor cover, £100. Tel. 07542 337354. Bucks.

**GARDNER LXB** manual, £20; Gardner water pump, new, £150; Gardner tool kit and box, £150;

Fordson Major tractor row crop utility manual, 1946, £20; Leyland 379 - 400 - 401 diesel engine manual, £20; Albion front grille badge, £30; Cummins front grille badge, yellow, £50; Guy Big J41 manual, £20; Instruction book and parts list for Lister 1.5kw to 11.0kw hand start and push button, £15. Tel. 01204 306212. Lancs.

**LEYLAND AEC ALBION** etc, Ergomatic type, 11 Hexagon grease nipples, 25 1" extensions, grease gun connectors, two round GN-13 3 Hex push-on, 3 pull on, all Tecalamit type (brass), £8 plus post. Tel. 01603 616550. Norfolk.

**PERKINS P6** head gasket set plus 2 glow plugs. Tel. 07598 308606. Cambs.

**TYRES 825 X 15** on 10 stud wheels, 4 in total, £100. Tel. 07598 308606. Cambs.

**FORDSON E27N** mudguards, £295 pair; radiator grill, £230; headlamp brackets, £55 pair; magazine "Farm Magazine", May 1962, excellent condition, £10; can post. Tel. 07808 855076. W Mids.

**VICON LELY** Acrobat, £100. Fahr KM10 Hay Tedders, £100 barn stored same farm from new. Ferguson Plough, £25. Tel. 01492 549296. Conwy.

**3 COOPER COBRA** (white letter) tyres, size 235 x 60 x 15, excellent condition with about 7mm of tread on each tyre, white letters all in good condition, £150. Tel. 01525 719558. Beds.

**BUICK ROADMASTER** 1993, Sedan parts for sale, still have panels, lights, trims, interior, interior switches etc, gold. Tel. 07588 676468. Herts.

**CAMARO/FIREBIRD TRUNK LID** second gen, excellent condition, £250. Tel. 07896 928592. Kent.

**318CI** from 70,000ml '68 Barracuda, been refreshed, honed bores, new rings 'n' bearings, all new gaskets, auto box for same, may separate, £400. Tel. 07850 683253. Hayes, Middx.

**4 X CHROME WHEEL TRIMS** 14" off 1980 Pontiac, £25. Tel. 0161 3445870. Lancs.

**CHEVROLET CAMARO** 1983, 3rd gen parts for sale, 2 drs, radiator, starter motor, discs plus calipers, p/s box, brake servo, 4 wheels, f&b bumpers, 2.8 engine, good runner. Tel. 0778 9070108. S Glam.

**CHEVY CAMARO PARTS** 1978-1982, door glass, glass T-tops, rear seats, sub frame clip, front upper and lower wish bones with brand new ball joints and bushes fitted, plus more POA. Tel. Tony 07960 141358 after 6pm. Leics.

**DOUBLE BED/BENCH SEAT** full leather, grey/dark blue, mono-grammed 'Mk 111' elec folding c/w motor and two matching captains seats from '97 Dodge Ram Day Van, all in good condition, buyer to arrange collection, £425. Tel. 01934 512497.

**FORD F100 TRUCK** 1955/56 manual gearbox, rebuilt a couple of years ago £60 ono. Ford 6v generator, '55 Thunderbird etc, working, £30 ono; voltage Booster, 6v-12v for radios etc, US made, w/inline fuse holder, unused, £45 ono; 2x 6V coils, £5 pair. Tel. 07954 078505. Middx.

**CHEVROLET IMPALA** boot lid, windscreen, floor panels. Tel. 0161 4274625. Cheshire.

**FORD F150** 1987 bumpers needed, front and rear, must be in good condition. Can collect. Tel. Steve 07901 514517. N Yorks.

**FRONT BUMPERS FOR** 55/56/57 Fords, a few other bits as well, £50 each. Tel. 0795 2098392. Northants.

**GMC DULLY PICK-UP** 1995, pick-up, breaking for parts, various prices so please email or phone for price and avail-ability. Tel. 07831 622190. W Yorks.

**GMC YUKON** 2000-2006 projector headlights plus halo and LED side lights, very nice upgrade, £160. Tel. 07890 381793. Gwent.

**HOLLEY CARB** 750cfm, nos, never been in action on the road, £150. Tel. 07850 683253. Heathrow area.

**IMPERIAL METAL BOOT** or front wing badge, 62/63 Imperial Crown, vgc, can post, £15. Tel. 07501 084121. Hants.

**MUSTANG 07 GT500** small charger, pulley kit with remap, £450, Eibach suspension kit with anti roll bars, £650. Tel. 07966 973299. Warks.

**PONTIAC 66 GTO/GRAND PRIX** original Tri power/6 pack with manifold/plenam carbs and air filters, Offers. Tel. 07734 757595. Cornwall.

**PRESTIGIOUS NO PLATE** for sale, on retention certificate, J1 USA. Ideal for a Jeep, £6000. Tel. 01702 433899. London.

**ROCHESTER QUADRAJET CARBURETTOR** removed from 1988 Buick Electra estate wagon, at only 7,700 genuine miles, when engine was changed for a diesel, dry stored since. 01582 867858. Beds.

**SMALL BLOCK CHEVY** alloy 4BBL dual-plane manifold, no name or numbers evident, good condition, unmodified, for sale at £60 or swap for S.B. Ford 289, postage £8. Tel. 01524 427818. Lancs.

**PRIVATE PLATE P600 USA** on retention, £250 ono. Tel. 01629 571114; 07788 434580. Derbys.

**PONTIAC WHEELS** full set of rare ZZ wheels with inter-changeable centres, great tyres came off my blown t/a, £375. 01788 891473. Warks.

**SPARE WHEEL** with good tyre, 16" rim, 5-stud, fit Ford, £30. Tel. 01992 760931. Middx.

**SUMMIT RACING** refurbished Carter Thermoquad carb, 800sfm, unused and in box, £275. Tel. 07810 482419. Lancs.

**SXW 454 REG** on retention, £800; V6 WNS on retention certificate also with, assignment fee, already paid, £700. Tel. 01354 657592. Cambs.

**UPGRADING YOUR 50'S CHEVY TRUCK?** I am keeping mine stock, but need new 216 or 235 engine. Can you help? Based in south-east but willing to travel. Tel. 01403 211638. W Sussex.

**VARIOUS PARTS** for SN95 Mustang for sale, r/h door, trunk lid, l/h front wing, and more. Tel. 01634 830112. Kent.

**V-ROCK 20" ALLOYS** set of 4 inc tyres, fit Ram 1500 5 x 5.5 or 5 x 139.7, 2002-2009, 80% tread, only 9 months old, £800 onvo. Tel. Gav 07834 553479. W Yorks.

**VW BEETLE CLASSIC LIGHTS** and some small bits, sell or exchange for Ducati ETS, 900cc Beval, 1980 parts, motorbike. Harley 45 parts, motorbike, why? Ring for VW parts in photo. Tel. 0208 5341761. London.



## Parts Wanted

**BEDFORD TK** fibreglass, full cab, sheet rack with light up name board. Tel. 07831 299757. W Mids.

**COMMER VC/MAXILOAD** cab/doors wanted, also fuel tank, cab seats, cab mountings, trim items or any other parts. Tel. 07973 803360. Cheshire

**ANYONE BREAKING** a 1978 Seville trim clips, urgently needed for moulding bottom of rear window for vinyl roof plus clips for trim over the two doors inside of car. Tel. 01553 811784. Norfolk.

**CORVETTE COMP** 1963, spilt back window model, excellent condition, or need restoration. Tel. Malcolm 01709 366058. Somerset.

**DELCO RADIO CASSETTE** for Cadillac Fleetwood, 1992, Sedan, would prefer original replacement unit, why? . Tel. 07950 398750.

**EXHAUST MANIFOLD** for 305 small block Chevy square type holes, either s/s or cast iron, must be reasonable. Tel. 07544 988123. Derbys.

**FORD 429 CJ/SCJ** 4 bolt main block, heads. Tel. 07540 797024. Cheshire.

**FORD 429/460** cylinder block. Tel. 07540 797024. Stalybridge.

**FORD F150** 1987 bumpers needed, front and rear, must be in good condition. Can collect. Tel. Steve 07901 514517. N Yorks.

**MUSTANG (HARD TOP)** 1970 door window regulator and glass both sides bolt in type. Tel. 07961 886203. 07961 886203.

**LOOKING FOR PARTS** for my 1991 Ford F-250 pick-up, please contact me if anyone has a truck for breaking or any 351 Windsor engine parts. Tel. 07977 125539.

**NEEDED URGENTLY T85** gearbox with overdrive, to fit 1954 Ford car, cash waiting. Tel. 079320 21959. Kent.

**PARTS WANTED** for a 1977/78 Trans Am. Tel. 01245 763339. Essex.  
**PLYMOUTH BARRACUDA** or Valiant 1964/5 bonnet, wings & doors needed. (Please text if mobile not answered) 07921 122680. Kent - but will travel! Tel. 07921 122680. Kent area only.

**SET OF 4 RALLY WHEELS** 14 x 6 - Chevrolet Camaro 1967 & radiator shroud - Chevrolet Camaro 1967. Tel. 07836 729316. Avon.

**SPARE WHEEL WANTED** for a 1966 Mustang coupe R14 or R15, steel or alloy, with or without tyre. Tel. Jason 07823 324589. Berks.

**THUNDERBIRD CONVERTIBLE** 1966 boot lid and rear deck panel wanted, also some other parts needed. Tel. 079615 44442. Essex.

**WANTED CHEVY 1955 OR 1956** 265ci V8, engine for reconditioning, engine in better condition considered, will collect in UK anywhere. Tel. 01709 894193. Lancs.

**WANTED FOR** 58 Cadillac Series 62 extended deck... front windscreen, quarter window lights and side glass, left hand thread wheel nuts, front grille, side door mirrors, pair spats, any other spares also considered for the above vehicle in good condition please. Tel. 01656 723260. M Glam.

**WANTED FOR MORRIS Z** mail van: rear door locking bar and mechanism, rear door latch, front door latches and coach handles. Tel. Tony 07979 952704. Glos.

**BUICK SPECIAL** 1950, handbook, bonnet badge, . Tel. 01509 239546. Leics.

## Miscellaneous

**2 EX FILM POP** Emergency vehicle, blue flashing lights, good condition and good working order, £95 each. Tel. 07516 414247. Dorset.

**FODEN C TYPE** 4½" lorry, built mainly from kits app 15% from drawings between 2005 and 2009, boiler cert, road legal, £16,950. Tel. 01626 890569. Devon.

**FODEN TRACTOR** 6", rolling chassis, ready to accept boiler, stainless water tank, pneumatic tyres, boiler, 180psi, CE Marked 2009, all fittings, hornplates, all gears, drive chain, cylinder block (machined) pistons, guides, connecting rods, valve gear, flywheel, safties, covers, about 75% complete. £19,500 ono. Tel. 01189 475021. Berkshire.

**HARRY POTTER** and The Half Blood Prince by J. K. Rowling, First Edition book, £2500. Tel. 01493 369938. Norfolk.

**HOHNER ACOUSTIC GUITAR** never been used, £60; electronic keyboard, suitable for beginner, £15; 280 7" singles of 1970s hits, £100. Tel. 01493 369938. Norfolk.

**MAGAZINES:-** Earth Mover, 2007-2012, 9 mags; Classic Plant & Machinery, 6 mags, 2005-2006; Truck Trucking, Classic Tractor, Old Tractor, best offer. Tel. 01234 268236. Beds.

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**MAGAZINES** Old Glory Dec 2004-Dec 2006 in a box Jan 2007-Dec 2011 in binders, Jan 2012-Sep 2013 in a box last 4 unopened also Fred Dibnah biography plus Fred Dibnah MBE remembered magazine, £80 ono. Tel. 01642 565102. Teesside.

**BOOK:** Rebuilding & Restoring The Player Piano, £25; Double CD Decks for Disco, never been used, £200; 8 model police cars, in original boxes, £160. Tel. 01493 369938. Norfolk.

**MAGAZINES** The Railway Magazine March/April 1945, complete article on new L.N.E.R. Standard first class coach, Photo & Exploded Drawing, made its initial run in passenger service 12.45 pm Kings Cross Edinburgh Jan 11th, £15. Tel. 01270 520216. Cheshire.

**MAGAZINES** The Railway Magazine, Jan 1937, Special Scottish Number, includes an article on Scotland's oldest station, £15. Tel. 01270 520216. Cheshire.

**MECCANO MAGAZINE** Jan 1926 to Dec 1926, 12 magazines with 2 off instructions Meccano outfit, No 10, £200 the lot. Tel. 01733 810103; 07718 247454. Cambs.

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# Final word Words: Bob Tuck

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Bob's choice.

On a recent visit to see the sights on the West Coast of the US, **Bob Tuck** couldn't resist a diversion to drive just a short stretch of the famous Route 66.

**T**his famous cross-country route covers something like 2500 miles from Chicago to Santa Monica in California; although sadly has been overtaken by modern road building in so many places that it hardly exists at all. This doesn't mean that the locals have forgotten their roots and one town which proudly bangs the '66' drum is Williams in Arizona.

As luck would have it, when Bob was visiting, he also spotted one of the sweetest restored Diamond Ts you could see. 'Ed's baby' was also just passing through and the absent owner may well have been among the many patrons in the town's Pine Country Diner.

Why were so many people going there you might ask? Well Bob reckons it's because of the pie menu. Yes, we know many places offer a slice of pie for a dessert option, but this is the first place we've encountered which lists a choice of something like 50 pies/desserts. It's hard having to choose just one and Bob didn't get far down the list before plumping for blueberry. It's an American favourite and Bob reckons he's a convert now.



A little Ford Bronco pick-up outside a bar in town.



Ed's baby  
Diamond T with  
touring caravan in tow



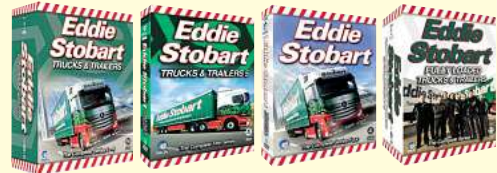
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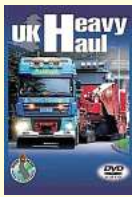
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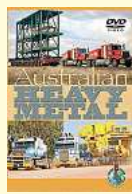
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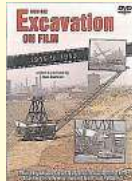


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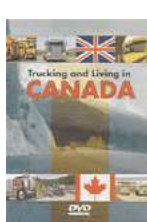
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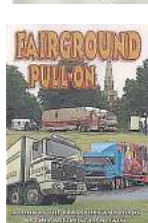
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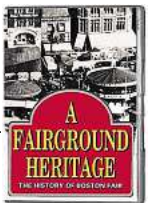
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A DVD documentary about this historic Lincolnshire fair, from its origins in the 11th century to the present day. Using a large quantity of high quality archive film from 1925 to the 1960s, featuring transport, build-ups, and rides such as the Moon-Rocket, Harry Lee's Steam Yachts, and Aspland's Gondola. Combined with up-to-date film and interviews with showmen past and present this film tells the complete story.

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## WEST COAST REVISITED

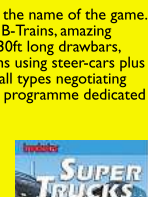
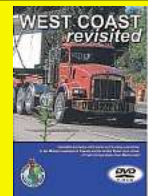
This stunning DVD visits North America's west coast and presents some of the most exciting images of heavy-duty trucks and trucking operations to be seen that side of the Continental Divide. The journey begins in Canada with a look at specialist bulk transport. Then it moves south into the States of Washington and Oregon, USA, to show images of immaculate trucks hauling heavy and specialist loads. The final haul takes place on a winding mountain highway in northern Mexico where risk is obviously the name of the game. Featured are 5-axle mixer trucks, 63-tonne B-Trains, amazing stretch-reach combinations equipped with 30ft long drawbars, Kenworths moving 90ft long concrete beams using steer-cars plus unforgettable scenes of colourful trucks of all types negotiating the highways of Mexico. A truly exhilarating programme dedicated to the serious trucking enthusiast.

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## SUPER TRUCKS

For breathtaking truck decoration it would be hard to beat the contestants at the annual Shell Super Rigs competition. America's finest super trucks come to be judged for appearance and workmanship of the exteriors of their tractors and trailers and 12 lucky entrants are chosen for the Shell Super Rigs calendar. This video records many of the 1999 entrants filmed at the Iowa 80 truck stop, complete with its museum of historic transport. The programme includes Neal Holsoback's winning tractor-trailer combination with a burnished stainless steel undercarriage, as well as several of the entries that made it to the calendar. Rigs range from 1999 models to classics with a million miles driven. With imaginative designs and incredible attention to detail, these trucks set a standard that few can reach. Informative interviews show just why the owners and truckers have such a pride in their workmanship.

**ONLY £15.95**



## Loggers - From Chainsaw to Sawmill in British Columbia

This, the DVD version of the programme, includes more on environmental issues and the working lives of the loggers as well as extra material on the trucks, trains and helicopters.

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## MOON & THE SLEDGEHAMMER

The Pages live in a ramshackle house situated in six acres of woodland, which they own themselves, in the heart of the commuter-belt, 20 miles south of London. Peter and Jim earn what little money the family needs by doing casual repairs to tractors and farm-machinery in the neighbourhood. Most spectacular are the archaic steam traction-engines which the men tinker with and drive thunderously about the woodland to no apparent purpose. Behind the Film DVD.

**DVD OF THE 1970'S FILM £17.99**

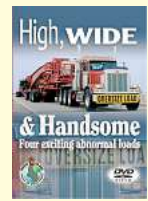
**BEHIND THE FILM DVD £15.99**



## HIGH, WIDE AND HANDSOME

The road transport of abnormally large and heavy loads is a specialist business requiring a high degree of planning and some very big trucks and machinery. This programme shows in detail four such movements. In Switzerland Friderici is seen transporting massive wind turbine sections from the port of Basle to the highest point on the Jura Mountains. Mercedes, MAN and Iveco units hauling Nicolas, Broshuis and Faymonville trailers undertook this challenging journey. In America, Ohio-based Diamond Heavy Haul was moving one of its more spectacular loads.

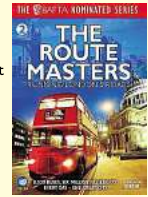
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## THE ROUTE MASTERS

BAFTA nominated BBC TV series now on DVD at Delta. This 2 DVD documentary shows the inner workings of Britain's transport systems. With access to 20,000 transport workers - bus drivers, cabbies, road menders and special police units - we see how London really works. London life consists of 23 million journeys a day. This warm, character-driven series introduces us to those whose job it is to keep the city moving. We cut between the all-seeing eye of the control room and seemingly incompatible transport sub-cultures - from cabbies who resent the ever-increasing number of cyclists, to hard-working surface repair teams who face nightly abuse from drivers stuck in rush-hour gridlock. Seeing the city through the eyes of those responsible for vital maintenance and traffic regulation is a revelation. That this overcrowded city's roads work as well as they do is more than impressive, it's an everyday miracle!

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## OPERATION PLANT

A range of vintage and classic Caterpillar equipment return to an old quarry in Leicestershire for one of Europe's largest earth moving events. This time, they are shaping and pushing soil in the upper half of the quarry and have to contend with the awful wet conditions of 2012. We see all of the action with more on-board cameras fitted to the equipment. Caterpillar tractors, bull-dozers, scrapers and crawler loaders, as well as a Bristol Taurus.

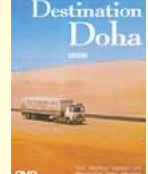
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## DESTINATION DOHA

Doha, capital of Qatar on the Arabian Gulf - five thousand miles from London with 11 countries to travel through and 23 Customs posts on the way. Blizzards in Austria, sandstorms in Syria; broken-down trucks to repair and bogged-down trucks to dig out of the sand...

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## AUSTRALIAN ADVENTURES

**Volume 1**

The roads of Australia are home to some of the biggest heavy-duty trucking outfits in the world: tri-drive tractors haul 175-tonne four-trailer outfits on the same roadways used by your average motorcycle or car, making things interesting to say the least. The CP team does not limit their footage to the main roads, however, and this DVD will be sure to impress with shots of even larger machines working on isolated dirt tracks.

**ONLY £16.99**

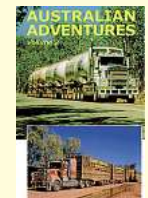


## AUSTRALIAN ADVENTURES

**Volume 2**

This programme incorporates more incredible footage of massive, heavy-duty tractor-trailer combinations operating across the Australian continent. Beginning in Western Australia, the DVD shows a Kenworth K-100G twin-steer, tri-drive dromedary unit hauling a 2AB Quad trailer to the gold mines north of Kalgoorlie.

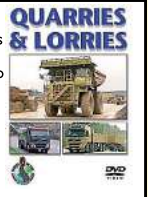
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## QUARRIES AND LORRIES

Focusing on the men and machines of the quarrying business, this DVD takes the viewer to 3 distinctive locations in order to showcase the ingenuity of the operators and the wonder of their vehicles. The 1st section is devoted to limestone quarrying in the Mendip Hills, Somerset. It includes footage of heavy-duty off-road dump trucks feeding a giant crusher at the Hanson Whitley quarry and local tipper operators hauling their loads. There is also an interview with a retired driver who provides insight into the life of lorry operators in the 1950s & 1960s. The 2nd stop for the CP film crew is Ohio, USA. Here they follow owner-driver Ray Chenuit and his purple Peterbilt, capturing some 6 & 7-axle rigid dump trucks in the process. The programme ends in Sweden with a look at a brand new Volvo truck-trailer combination with a cassette swap-body system demonstrating its incredible load-carrying capacity.

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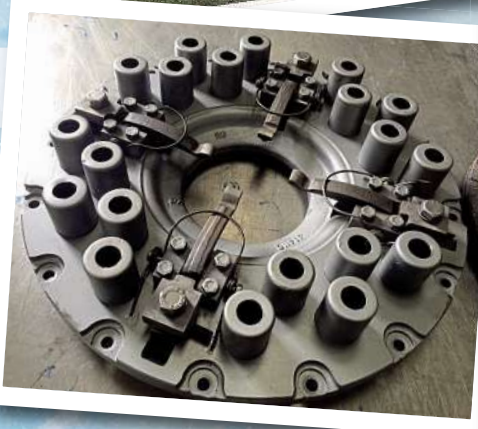
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*This is a very rare lady, 1928 Leyland TD1, Truckfix were happy to sort out the brake shoes for all 4 wheels this year!*  
*Belonging to Mr Keith Jenkinson since the mid 1960's she's been seen on several TV programmes and the film Yanks!*



*JUB 29 is an amalgam of two buses. The chassis was new to Glasgow Corporation as GE 2407, while the body was on a similar chassis registered YG 2058 operated by West Yorkshire, in the livery now carried. The two came together whilst both were owned by Wallace Arnold (who ran bus services under the Kippax & District and Farsley Omnibus names) and were rebuilt into one in 1944, the result getting a new registration - JUB 29, a Leeds issued number as WA were based in that town, Body by Eastern Coach Works*

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