

AEC TO THE RESCUE Come rain, come shine, come snow! ▼

# HERITAGE Commercials



## TWO-STROKE HEAVEN

Bernie Bailey's 1959 Commer

IN THIS ISSUE  
THE WORKING DAYS  
of the Scania LB81

HAVE WE FOUND  
the world's weirdest van?

ARCHIVE ALBUM  
wreck rescue



## BUILT TO LAST

Bedford TK



**WYNNNS**  
The rest of the fleet

TERRIFIC THAMES 300E ▼



MORTONS

£4.20

No. 267 December 2013



9

**1:148 (N) Scale**



Graham Farish - Buses



379-592 Bristol Lodekka Bristol Omnibus NEW . £8

**OXFORD**  
Oxford Diecast  
Commercial vehicles



NBP002 Bedford Pantechon "Pickfords" . . . £4

**1:76 (00) Scale**



Bachmann Branchline - Trams



CE00609 Tram 69 Birkenhead Corporation tramways. Motorised . . . £57

**Base Toys Ltd.**

Base Toys - Buses



B106B Bristol Lodekka LD1 Closed Platform Long Radiator "Western National No.1872" (circa 1954-1969) . . . £21



Britbus - Buses



AS2W-14 AEC Swift (wide headlights) in non-standard red "London Transport" (list £28) . . . BARGAIN . . . £9

**CORGI**  
Corgi Collectables - Buses



OM46018A Wright Eclipse "First Potteries, 25 Stoke Hart Hill via Keele University" dual destination NEW . . . £28



OM46607 New Bus for London, 38 Victoria "Top Hat" . . . £28

**EFE - Buses**



16015EFE Leyland PD2 Highbridge "Luton Corporation" NEW . . . £25



20455 Bristol VR III "Southern Vectis" . . . £24

**Northcord Model Company - Buses**



UK0039 Alexander Royale Volvo Olympian Sbs Transit Route 93 NEW . . . £48



UK6039 ADL Enviro 400H Stagecoach In London NEW . . . £48

**OXFORD**  
Oxford Diecast - Buses



76IR2001 Scania Irizar PB Eireann . . . £15



76OWB008 Bedford OWB Northern Ireland Rail Transport Board NEW . . . £10

**Commercial vehicles**



78FOW001 Fowler B6 road loco "Atlas Norman E Box" . . . £13



76FSR001 Fowler Steam Roller "Lord Jelkiss" . . . £18



76FSR002 Fowler Steam Roller "Arfur" NEW . . . £9



76MJ004 Morris J Van "Royal Mail" . . . £4



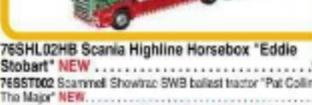
76PB001 Commer PB Postbus "Royal Mail" . . . £4



76SC110001 Scania 110 Flatbed "BRS" NEW . . . £13



76SHL01TK Scania Cab 6P Tanker NEW . . . £20



76SHL02HB Scania Highline Horsebox "Eddie Stobart" NEW . . . £15



76SST002 Scammell Showrac SWB ballast tractor "Pat Collins The Major" NEW . . . £9



76SMP001 CMP Truck 1st Canadian Inf Div Italy 1944 . . . £10



76SP006 Scammell Pioneer Recovery Tractor 6th Armoured Division - Italy . . . £9



76DL4001 Dennis Light 4 fire engine East Sussex "New World" NEW . . . £9



76ON003 Dennis RS fire engine Greater Manchester Fire Brigade NEW . . . £10



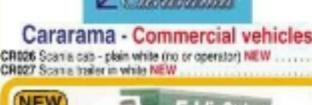
76F106001 Dennis F106 Side Pump "London Fire Brigade" . . . £10



76F106002 Dennis F106 Rear Pump London Fire Brigade . . . £10



CR028 Eddie Stobart curtainsider "Phoebe Grace" as driven by Mark Dixon NEW . . . £19.95



CR029 Scania fridge trailer Eddie Stobart "Mary Amanda" H135 NEW . . . £19.95



CCB2105 Royal Baby Mini in baby blue NEW . . . £10

**CORGI**  
Corgi Collectables  
Commercial vehicles



CC12833 Scania T Nootboom Low Loader Trailer Wind Turbine Load "Wests of Scotland, Lanarkshire" NEW . . . £77



CC13828 Mercedes Actros Clayton Tanker "William Nicol Ltd, Aberdeen" NEW . . . £66



CC15309 Scania 111 2 Axle Flatbed Trailer & Load "Pollock (Scotrans) LTD Bathgate, Scotland" NEW . . . £56



CC15513 Volvo F10 Fridge Trailer "McBurney Transport, Ballymena, Co Antrim" NEW . . . £81



CC20518 Burrell Showmans Scenic Crane "Lord Lascelles" Grand 20th Century Scenic Railway. . . £53

**1:43 (0) Scale**



Corgi Collectables - Cars



VA10506 Triumph TR7 in Java Green NEW . . . £19



VA12006A Ford Escort Mill. FS Mexico, Signal green F8D NEW . . . £19



Oxford Diecast - Cars



43AHT004 Austin Heavy Twelve in Kingfisher blue NEW . . . £17

**1:36 Scale**



Corgi Collectables - Cars



CCB2105 Royal Baby Mini in baby blue NEW . . . £10

**Comment**  
WELCOME TO HERITAGE COMMERCIALS



The Scammell Crusader has an almost indestructible reputation – unless it gets attacked by an insect! Sadly, this example has had a bit more unwelcome human attention. Photo Bob Tuck.

**Hello**

In all my years as a mechanic there was one problem that irritated more than any others – the intermittent fault. The trouble is, by the time the vehicle arrives at the workshop it's often fine, and despite numerous tests many faults never come back until the vehicle is returned to the driver or customer. Of course, it isn't always a real fault. A friend of mine once kept getting a red light flash up on her dashboard, so took the vehicle into the garage. Despite a road test and loads of checks no fault could be found. However, when she drove away from the garage the light immediately flashed on again. The "fault" turned out to be her heavy handbag bouncing on the passenger seat and setting off the seatbelt warning light!

One I really remember concerned a Rolls-Royce 280-powered Scammell Crusader. One Monday the driver turned up for work and struck up the big "Eagle". However, when he tried to pull away the engine died. All the usual checks were done etc. and although it would tick over fine, any increase in revs stopped the engine straight away. Upon strip-down the problem turned out to be a dead moth! This unfortunate insect had obviously ended up in the fuel tank, and eventually went down the fuel line. When a moth has its wings folded up

it's shaped a bit like a bullet, and on reaching a connection in the line it had got stuck. And there it had sat until the engine started. On tickover it obviously allowed fuel to flow, but when the flow increased as the engine revs went up it moved forward and blocked the line. The Crusader must have killed thousands of bugs during its days, so this "suicide moth" certainly got its own back.

The Crusader ended its days rather sadly by the way – particularly for the driver. It was owned by a small firm and driven sometimes by a bloke who also did some of the fitting. One day he had to change the turbocharger, and he said it was a right "pig" to do, as the cab doesn't tilt. As such it took him nearly a day. However, the next morning, and less than 10 miles from base, a Merc van came round a corner on the wrong side of the road and went straight into the Scammell. Both drivers were unhurt but fortunately for the van driver they were both trapped in their vehicles until the police arrived – after all that hard work he'd have been skinned alive if the Scammell's driver could have got hold of him!

*Stephen*



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## 06 Wigan warrior

It may be small in stature but FEK 616F has something like half a million miles behind it. Bob Tuck goes to Wigan to try out this fabulous workaholic potato carrier which – technically speaking – has only had one owner from new.

## 12 News

What's been happening in the world of historic commercials.

## 18 Saving our Scammells – part 2

Tony Bristow continues the story of the family involvement with Scammells.

## 24 What?!!

Roger Hamlin discovers one man's ideal classic. Purists look away now!

## 26 Your say

Five pages of your queries, memories and observations.

## 32 Subscription form

Save money and get your copy of *HC* delivered to your door early by subscribing.

## 34 Middleweight master

Mark Gredzinski trawls his archive to give a taste of the working days of Scania's LB81 rigid and artic.

## 40 From our archives

This month we feature the trailing axle conversion for the Commer 7-tonner made by Unipower.

## 44 Source of the Thames

Alan Barnes tells the story of the development of the Thames 300E, with the help of one of the few survivors.

## 52 On location

Dean Reader reports on the Nutwell Court Fire & Vintage Rally in Devon.

## 54 600 other Wynners

Ed Burrows concludes the story of Wynns by looking at some of the less well-known vehicles operated by this legendary heavy haulage firm.



**SUBSCRIBE**  
**page 32**

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## 62 Two-stroke heaven

David Craggs tells the story of haulier and classic vehicle restorer Bernie Bailey.

## 68 Archive album

Four pages of superb nostalgia from the NA&T photographic archive.

## 72 Brick by brick

Dave Bowers goes to see a classic ERF that although bought as a restoration project ended up back at work.

## 76 Shotley's gentle giant

If during the 1950s and 1960s you got stuck in a snowdrift or in a ditch, you knew if Archie Glendinning's massive 6x6 AEC came to your rescue, the day would be saved.

## 82 Triple header

The Morris Leslie Group has recently expanded into classic vehicle auctions. Bob Weir went to its company HQ at Errol in Tayside to meet auction manager Keith Murray and some familiar favourites.

## 86 On location

Gyles Carpenter reports on the 2nd Woodhead Run, held on September 29, 2013.

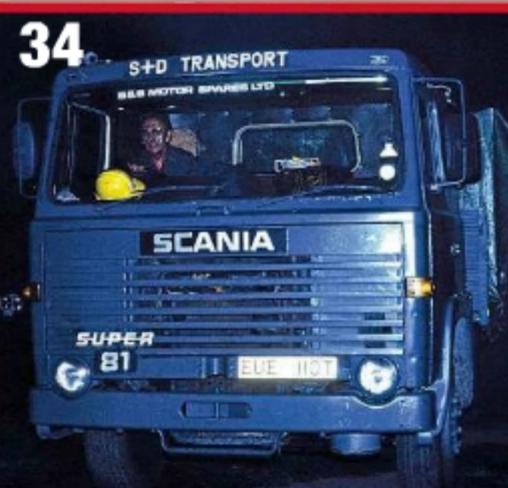
## 89 HC Marketplace

The place to buy and sell anything related to classic commercial vehicles.

## 98 Final word

DAF is famous as a heavy vehicle builder, but once also made innovative lightweights.

## 86



# WIGAN WARRIOR



Geoff got the Bedford when it was only 10 months old, and it's since done over 500,000 miles – all on local deliveries.

It may be small in stature but FEK 616F has a proven willing heart with something like half a million miles behind it. And thanks to the dedicated insistence of its owner Geoff Waller, this 1968 TK Bedford has been restored to better than new condition. Bob Tuck goes to Wigan to try out this fabulous workaholic potato carrier which – technically speaking – has only had one owner from new.

**I**t might be hard to believe, but ask 71-year-old Geoff Waller to 'run an errand' and his eyes will light up. Given the choice of a set of wheels, he'll probably want to use his 1968 TK Bedford four wheeler; and provided the weather's set fair, man and this machine (and his wife Brenda) all enjoy the excuse to get together to clock up a few more miles.

It might not look it, but all told, this little TK has something like half a million miles behind it. And of course, being a local distribution spud carrier, these weren't covered breezing up and down the nearby M6 motorway. Instead, these hard, gritty miles were clocked up visiting every side street corner shop and chippie within a 20-30 mile radius of Wigan.

It was to be expected that the 1968 Bedford always left the yard loaded to the maximum (and perhaps a bit more) but even though it was never the quickest kid on the block, the TK kept going and going. And of course it was earning good revenue for the family-owned potato/plant hire business.

With such lengthy, dedicated service behind it, it is no surprise that Geoff never

really wanted to part with it. And it is also no surprise that when Geoff made the decision to restore his favourite load carrier, it would be the best restoration you could do. "It has lots of history to it," beams Geoff proudly, "and really, there's so many people who have learned to drive on it. It's just so much part of the business that I can hardly imagine life without it." ▶



Right to left: Geoff in the cab, Brenda, Paul Poole (company driver who has been on the staff for about 12 years), Martin, June and Olivia McKinley who are good friends of Geoff and Brenda.



Geoff is a big fan of the Auto Lube system. This new example was fitted during restoration.

## Specification:

Make / Model:	Bedford TK-860 EJM3BC0
Chassis No:	7T.113186
Year:	Registered 1.5.68
Registration:	FEX 616F
Engine:	330 Bedford 5.408 litres 107bhp
Gearbox:	Bedford 4-speed
Gross Vehicle Weight:	8.6 tons
Top speed:	50mph
Fuel return:	15mpg (when working) 22mpg in preservation



The inside is just like new – but not over the top.



## IF YOU BUY CHEAP, THEN YOU BUY TWICE

It was in early 1969 that Geoff and Brenda came to Wigan. They were both from Cheshire farming stock (they married in 1965 after meeting at a Young Farmers dance) but they were on the lookout for a small business that also had a house and a bit of land. As chance would have it, they found the established potato merchant of Lawrence & Jim Wilcock was approachable so the deal was done.

It was only a small set-up (in that it only then

had two vehicles) but 44 years on, that business is still going while many others have perhaps ceased trading. The main reason behind its sustained success is because of Geoff's (and Brenda's) attitude towards life.

Today, it seems as though we live in a throwaway society where (many) people don't seem satisfied unless they've got the latest gizmo available, so the old ones are simply discarded. Geoff Waller, however, adopts the doctrine of investing wisely – and sticking with it: "If you buy cheap, then you buy twice," is

one of the many sayings he'll come out with.

As an example of what he means, Geoff tells us about the Lansing Bagnall forklift truck he uses in the yard: "After a lot of thought on getting the best specification possible, I ordered that new in 1974, but that was when the three day week was on and it wasn't delivered until 1975. The main problem was that in that year the price had gone up from £4600 to £6300. I asked my father whether I should pay the extra and all he said was: 'Is it right? Is it the one you want for the job?' And

when I said it was then he told me to get it bought, and of course it's done us well since then."

We should also tell you that Geoff believes that whatever you invest in – people, property or machinery – you need to look after your investment to get the best from it. Of course this is common sense – albeit considered old school – but as the readership of *Heritage Commercials* are big fans of the preservation movement, we can perhaps all relate to Geoff's personal doctrine.

## SOLDIERING ON

I must confess that this isn't the first time I've spoken to Geoff & Brenda – or the first time I've written about their '68 TK Bedford. Regular readers of the late lamented magazine *Truck* might recall I was a contributor to the back page column which was entitled *Soldiering On* – then *Rear View*. Every month, the page highlighted a vehicle that was well past its sell-by date but was still earning its keep.

Back then, I relied on a number of truck driver friends to keep their eye open for suitable candidates for that page, and to that end, I'd like to mention the late Bill Kirsop, Colin Rawson, Jimmy Waddell, Dave Weston and others for coming up with suggestions of vehicles they'd seen. The Wilcock TK Bedford was such a spotting but this was seen by good mate Tony Brown who is still driving for the tanker concern of Suttons of St Helens. Tony saw the '68 Bedford one day in 1995 loaded with potatoes and knew it would make a great story so gave me the nod.

I never thought that 18 years on from this interview, I'd be back looking up the Waller-Bedford combination. But this time I have to thank Martin McKinley who (together with his wife June and their daughter Olivia) are long-term friends of Geoff and Brenda. As any friends would be aware, Martin soon appreciated how much the Bedford meant to Geoff so once the vehicle was fully restored he thought we may be interested – and of course we certainly were.

## LOOKING AFTER THE TK

When Geoff and Brenda took over the business, they decided to retain the original L&J Wilcock trading name. At the time, there was another merchant in the area called Whalley and as their name of Waller was so close, they thought it may create confusion.

As part of the purchase, two vehicles came along with the going concern. A Ford with V8 petrol engine was about on its last legs, but the '68 TK was only about 10 months old. However, Geoff soon gave it a couple of modifications: "The original owners had taken the heater out," says Geoff, "as they thought that when it was parked up on the market, the driver would keep the engine running to keep himself warm. I fitted one back in and I also fitted an automatic chassis lubrication system on it. I saw how other big firms in the area were keen exponents of the auto lube and ever since I've also been a big fan. I think they give a lot of peace of mind and I don't know why everyone didn't fit them."

Several people have looked after the TK and these currently include driver/mechanic Terry Harrison. However, someone who has been around the Bedford almost from the day it was delivered is Horace Jones. Horace has now retired and lives with his daughter Christine in Perth, Western Australia, but back in 1969 he was living almost next door to the Wilcock yard. "I was working as a mechanic for a garage back then," recalls Horace, "and if I was on call, I'd bring the recovery vehicle ➤



The body is a replacement fitted in around 1980.



The 330 Bedford engine is original – as is the rest of the lorry's driveline.



The TK came complete with a starting handle, although Geoff doesn't think it's ever been used.

back home with me. The first time I met Geoff, I think, was when he couldn't get his old Ford V8 wagon started one morning so he knocked on the door and asked if I could give him a hand."

With Horace living on the doorstep, it wasn't long before Geoff asked him to do the odd few jobs – in his spare time – and the relationship just grew from then: "I later had my own business as a mechanic and then I came to Geoff full time."

From very modest beginnings, Geoff & Brenda expanded and diversified by going into mini JCB digger hire. New vehicles were bought during the 1970s with a BMC Laird and a 12 month old Ford D1000 being two of the earlier buys. Another Bedford TK, a TL and a Leyland Clydesdale also joined the L&J Wilcock operation during that decade.

When I visited in 1995, Geoff and Brenda were running a fleet of seven vehicles. The '68 Bedford was still in regular use but it had been down-plated in June 1982 from 8.6 to 7.5 tonnes by removing the two rear helper springs: "I down-plated it so that young drivers could make a start with it," says Geoff, but adds – of course – that he didn't let them tear around or abuse it in any way.

In service, the TK stood up very well although obviously had a few starter motors in its time. I suggested it may have also got through a fair number of clutches but Geoff didn't think so: "One or two – but not really very many." While mechanic Horace adds that

replacing the clutch was an easy job to do, as there was a hatch in the vehicle body that you could remove to get access to the gearbox.

I thought with the TK not having a tilt cab, working on the engine might be difficult. "Some of the jobs were a bit awkward," says Horace, "but nothing was much of a problem and spare parts were always available."

It was something of an annual ritual (it still is) that once a year lots of things in the Waller/Wilcock yard were given a coat of preservative. Walk into the yard today and as well as admiring the very lush grass ("It wasn't always like that," smiles Brenda) you'll be taken with the quality of the sheds and garages there. It's obvious that over the years a huge amount of creosote has been soaked into this timber to sustain its life.

The Wilcock vehicles were also well looked after and Geoff says that each year the mechanics would coat the underside of the cabs with waste engine oil – not wax oil – and it obviously did the trick as the original 45-year-old TK cab looks particularly well.

The truck's original body was replaced about 1980 but the only thing Horace can recall replacing with the TK's cab was its floor: "It's slightly dished," he says, "so it was natural that water would gather in the bottom during the wetter months. So over the years, it just perished."

### DOWN TO THE CHASSIS RAILS

As time passed, the TK's working requirements got less and less. This was also reflected in the fact that the management were getting older and while they show no signs of stopping yet, Geoff and Brenda now only have three other employees on their pay roll.

When the decision was made to restore the

TK, it was decided this would be done in-house as time with other work allowed. And because of that, Geoff reckons it's taken about five years to complete. However, the driving insistence behind the project was that where possible, everything original would be used/restored. And to that end, Geoff even removed the tachograph (to restore the dashboard to its '68 condition), replaced the original – very small – mirrors and even had it replated back to its original 8.6 tons rating.

There was never any rush with the restoration which saw the vehicle taken to bits down as far as the chassis rails. Rossendale Road Springs restored all the steel springs and, as we'd discover, the ride they now give is superb.

The TK still has its original engine, gearbox and back axle (honestly) which may be because Geoff has always insisted in changing the oil every 5000 miles. Of course work on the engine, box and back end have been done over the years but Geoff's attitude towards preventative maintenance is shown to be well worthwhile. This isn't just true with his TK but also reflected in the fact that another TK, a Bedford TL and a Leyland Clydesdale were all sold on from the Wilcock fleet into the preservation movement.

With the vehicle being so well looked after in service, it's not surprising that it's almost as if left the Bedford factory in 1968. There are a few exceptions and Geoff wants to mention neighbour Sam Tyrer who came up trumps on the internet to source a windscreen washer water bag (in its original Smith Industries box) and a step surround rubber which apparently came from Turkey.

The seats were reupholstered by GLG Coach Trimmers, Wigan, while (no surprise) Geoff insisted a new auto-lube system was also fitted. It was company mechanic Terry Harrison who painted the TK and once fully built back together it was Terry's son Craig who did all the signwriting graphics. Although the hardest job on the lorry must have been the 'Bedford' lettering across the front (above the grille) as the individual letters all had to be made by hand – by Terry. Nice one.

### DRIVE OF YOUR LIFE

It was April 2012 that the TK was presented for its first test and no surprise that it sailed through the procedure while creating a lot of



Buy well and look after your purchase and it will last – and that's not just lorries. Geoff bought the Lansing Bagnell forklift new in 1975 and it's still a superb worker.

smiles with the testing station personnel. I don't know how it does it but there's something magical about these little Bedfords. Even talking to Horace Jones on the phone in Australia, you can almost sense him smiling when asked what it was like to drive: "It was an absolute treat," he says, "I loved it."

There are no demarcation lines when you work at L&J Wilcock because everyone is expected to turn their hand to driving on deliveries (or farm collections) if needs be. As well as mechanics Terry and Horace, this also includes Brenda, who has driven more miles than many in a variety of Wilcock load carriers. And as well as squeezing round all sorts of back streets, she's handled all manner of sacks of potatoes in her life.

While I had no inclination to lift any bags of spuds, I did want to reacquaint myself with the TK and shuffle it round the yard. The little

Bedford is easy enough to get into (from offside or nearside) and it has a superb driving position. The key start is down by the left hand (close to the gear lever) and firing up that 330 engine creates such a lovely, distinctive sound.

While the hooked transmission handbrake is down to the right of the seat, touching the footbrake generates that distinctive squeaking sound when the brakes are released. The steering needs some pulling but what is awesome is the steering lock – it's superb.

We invite Geoff to take the hot seat (so we can capture his image behind the wheel driving) and even though we are just going round the block, our man has a huge smile on his face. The TK Bedford – especially this small 8.6 ton one – is such a fun motor to have.

Back in 1995 I asked Geoff if he'd ever part with it. I'm sure he said then that only if he was offered some daft money. No surprise then that

when I posed the same question 18 years later, he gave me the same reply. The only difference was that you'd have to offer him a lot more of your daft money.

But rest assured, it's certainly worth it – it's a cracker. ■

### Restoration contacts:

GLG COACH TRIMMERS WIGAN  
Tel 01942 760612.  
[www.glgcoachtrimmerswigan.co.uk](http://www.glgcoachtrimmerswigan.co.uk)

ROSSENDALE ROAD SPRINGS:  
Tel 01706 217521.  
[www.rossroadsprings.co.uk](http://www.rossroadsprings.co.uk)

BEDFORD DRIVERS & ENTHUSIASTS CLUB:  
<http://bedfordenthusiastsclub.com>



Access to the engine is via flaps on each side of the cab.



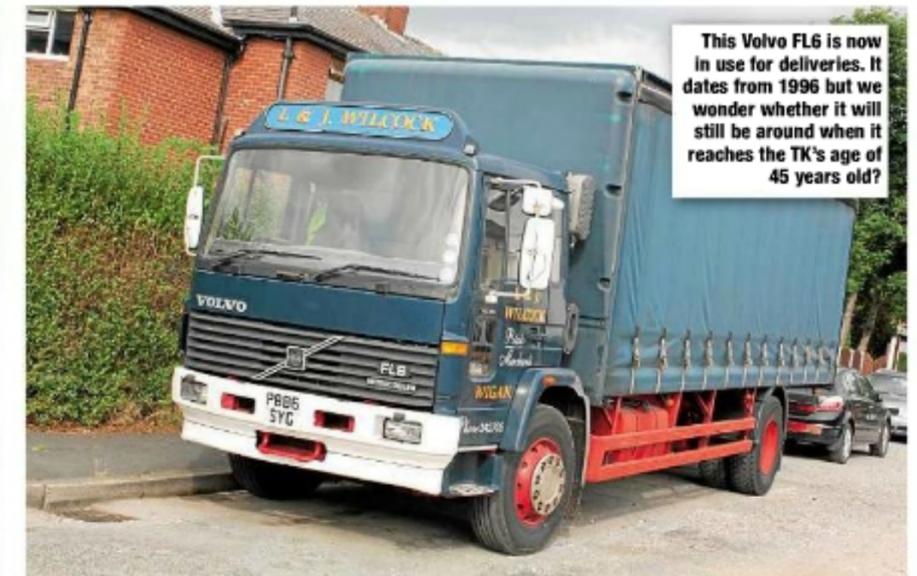
The restoration took around five years to complete, with the lorry going back on the road in April 2012.



The brake system is hydraulic with air assistance.



It's amazing what you can find on the internet, such as this brand new water bag for the windscreen washers.



This Volvo FL6 is now in use for deliveries. It dates from 1996 but we wonder whether it will still be around when it reaches the TK's age of 45 years old?

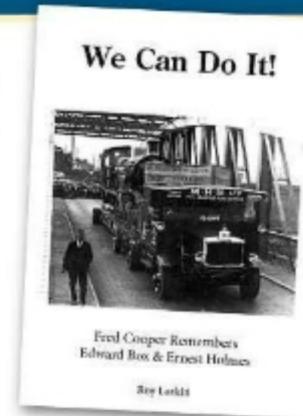
# WE CAN DO IT!

Fred Cooper remembers Edward Box and Earnest Holmes.

**Written and published by:** Roy Larkin, PO Box 3066, Reading RG1 9WP.  
**Website:** [www.historicroadways.co.uk](http://www.historicroadways.co.uk)  
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Edward Box & Co Ltd, formerly Marston Road Services Ltd, assured its place in history when, in 1929, it commissioned the Scammell One Hundred Tonner.

This book follows the careers of two of Edward Box's employees, Earnest Holmes and Frederick Cooper, using personal archives, official documents and 150 superb



images, many of which have never been published before. A fascinating look back at this famous company, seen through the eyes of some who were there.

## EVENTS FOR NOVEMBER

Visitors are advised to contact the organisers before travelling. We cannot be held responsible for any errors in this listing.

### NOVEMBER 3

**Museum open day**  
 Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincoln LN6 3QT.  
 Tel: 01522 500566.  
[www.lvvs.org.uk](http://www.lvvs.org.uk)

**Ardingly Autojumble & Spares Auction**  
 South of England Showground (indoors), Ardingly, near Haywards Heath, Sussex RH17 6TL.  
 Tel: 01256 401639  
[www.autojumbles-association-ltd.co.uk](http://www.autojumbles-association-ltd.co.uk)

### NOVEMBER 9-10

**Newark Vintage Tractor & Heritage Show**  
 Newark Showground Lincoln Rd Winthorpe Newark-on-Trent, Nottinghamshire NG24 2NY.  
 Tel: 1636 705796  
[www.newarkshowground.com](http://www.newarkshowground.com)

### NOVEMBER 10

**Garstang Autojumble**  
 Hamilton House, on A586, off A6, St Michaels, Garstang, Preston, Lancashire PR3 0TB.  
 Tel: 01697 451882.  
[www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)

# Mick's models

Heritage Commercials has been told that because of pressure of space, Mick Stone has decided to sell the majority of his model collection. We featured Mick and his diverse models in HC July

2012 issue and we reckon there's bound to be a lot of interest in some of his custom made lots. The sale will take place at Sheffield Auction Gallery on November 29, 2013

and we are told internet bidding is possible. More details are available from:

[www.sheffieldauctiongallery.com/auction\\_dates.htm](http://www.sheffieldauctiongallery.com/auction_dates.htm)



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**LEFT: A former petrol tanker bought for £2500, this 1937 Bedford WTL rolling chassis will make an interesting restoration project for its new owner.**

so the successful buyer had phoned through to say they could not afford the vehicle. With auctioneers, vendor and underbidder in consultation it was decided to re-auction this highly restored vehicle once everyone who had shown interest was contacted and made aware of the strange turn of events. Bidding again was brisk passing the previous price to see the hammer come down successfully at £16,250.

To the rear of the auditorium a genuine 1930 Ford AA recovery truck gained admiring examination which when the time came converted very quickly from a £10,000 opening bid to a winning £15,500. Not carrying a gloss finish as seen on the AA but nonetheless obviously desirable seeing double the estimate at £7250, was a tidy 1951 Austin K8 recovery unit which has been dry stored. Heavy recovery came in the shape of a rugged 1970 Scammell Routeman that sold for £1900.

An undated Routeman chassis cab far exceeded estimate as one bidder stood resolute, bidding number held aloft Dutch auction style, the winning bid coming at £1750. A K suffix registration gave a clue to the age of another of the marque, an 8x4 tipper that took £1550. Reaching a quick £3600, a Scammell Crusader 32 ton tractor unit delivered new on October 23, 1979, to BRS at Great Howard Street, Liverpool, came into the ownership of John Mould in 2007. Then there were the brand new Routeman cabs that successfully

**LEFT: An original ex-army fuel tanker OLBC from circa 1952 is all there and saw £3200.**

**RIGHT: Having had a recent engine rebuild this 1932 Ford AA dropside found £6100.**



**LEFT: A former petrol tanker bought for £2500, this 1937 Bedford WTL rolling chassis will make an interesting restoration project for its new owner.**



**LEFT: An original ex-army fuel tanker OLBC from circa 1952 is all there and saw £3200.**

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**A genuine example of a 1930 Ford Model A recovery truck that saw £15,500.**

took £900 apiece.

The heavyweights of the day comprised a couple of Mack 6x4 tractor units, a circa 1974 R685RS that saw £4900 – a spurious bid only discovered days after the sale – and a 1990 RB689 RST Econodyne selling for £3600. Staying with this American truck company, a 1970 CF600 Fire pump used in the film Superman IV took a successful £1500 while a Kenworth LW924 6x4 from 1977 failed to reach its reserve.

A dozen Ford AA, AB and BB models saw between £5000 and £7500 and while a very attractive 1931 red liveried AA horsebox was going nowhere, a fully restored wooden bodied former horsebox conversion to a living van dropped plumb between top and bottom estimates at £11,000. In addition to those already mentioned was a Bedford M of 1949, fully restored for the 2011 HCVS London to Brighton road run, which saw a favourable £13,500. There were two other stars of the day, one

being the Canadian built 1935 Ford Model 40 V8 Victoria Coupe restored in the 1980s that saw all bidding options vying for the fall of the gavel which took place at £18,500.

Top billing of the day however went to a 1936 Dagenham-built Ford 62, V8 'Woody' station wagon. This very rare and superb seven seat estate version of the marque had stood by the auctioneer's podium from the start. Reaching £18,500, the hammer almost fell, but a late interjection took bidding on another £1000, and just when it appeared to be all over, a final top up bid levelling it at £20,000 proved successful.

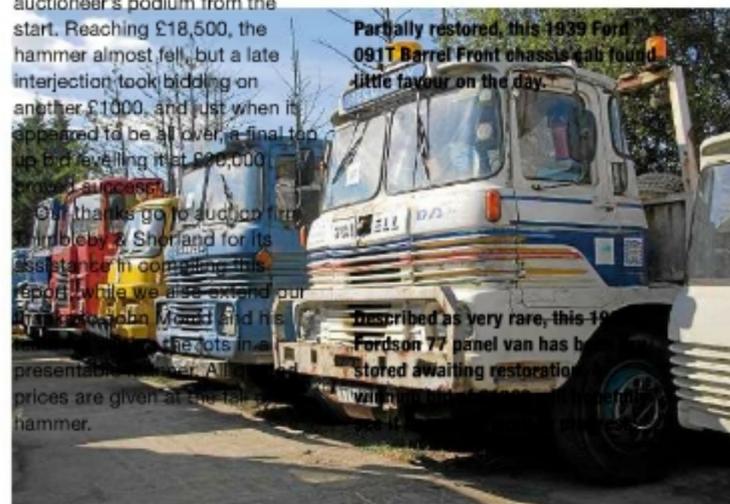
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**A tidy ex-Irish long wheelbase Ford AA of 1930 vintage took £5100.**

**Sympathetically restored in the 1990s this Fordson BB dropside attracted £7000.**

**Partially restored, this 1939 Ford 091T Barrel Front chassis cab found little favour on the day.**

**Described as very rare, this 1937 Fordson 77 panel van has been dry stored awaiting restoration.**



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**Described as very rare, this 1937 Fordson 77 panel van has been dry stored awaiting restoration. A winning bid of £1300 will hopefully see it become a work in progress.**



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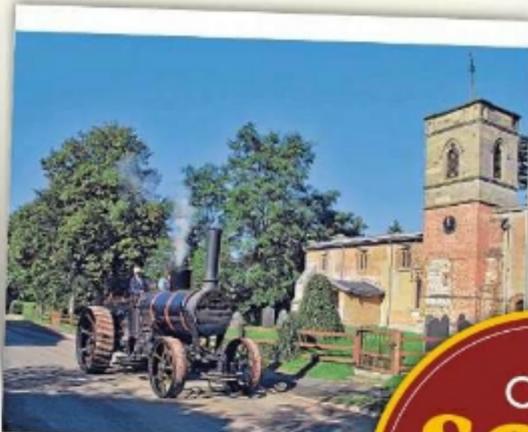
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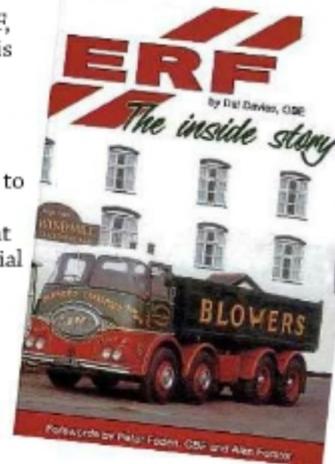
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# Scammell Saviour

Part 2

Alan Barnes continues the story of Tony Bristow and his family's involvement with Scammells.

**H**aving completed the restoration of one Routeman and a Handyman, the Bristow family now acquired another Routeman, RTL 915N.

The lorry was bought from Jim Lyons of Donington in Lincolnshire and this Routeman had previously been owned by corn merchant H R Oakley in Lincoln and still carried the company's brown livery. Although the cab had received a few knocks over the years, and it had certainly been well used, it was a sound lorry... and being a bulk tipper was just the sort of vehicle the Bristows could find a use for.

Jim had carried out some repairs during his ownership and these included fitting a new tipping bar, replacing the headlights and he had also made some repairs to the left side wing.

"As the lorry was already fitted with a bulk tipper body this meant we would not have to

spend time hunting around for a suitable body," said Tony.

"Although we had been tempted by the thought of re-starting the haulage side of the business, that idea was not taken any further, and RTL 915N has only been used around the farm and also taken to rallies and road runs. It is still more or less in the same brown livery that it carried during its days with Oakley, although we have done quite a lot of work on it over the years."

According to Tony this work has included all the brakes being serviced and new hub seals fitted, the injectors overhauled, the injector sleeves replaced and the pump calibrated. A new radiator has also been fitted along with a new water pump and hoses, while last year a replacement steering box was added. Other work has included the replacement of belts,

fitting a new rear crank seal, relining the clutch, replacing the foot valve and fitting the batteries on the chassis.

"The bulk tipping body is still sound and the tipper gear is in full working order, and it has proved to be a very useful vehicle around the farm especially when we need to move bulk grain. There is still the temptation to repaint it in 'Bristow Yellow' but we haven't got around to that just yet," said Tony.

## Another Routeman awaits

Another Scammell waiting in the wings is a Routeman tanker, GYX 390N, which Tony admits was something of a 'drive by' discovery.

"We spotted the lorry while driving past the Fox Plant yard near Lincoln, and although it took a while we eventually managed to persuade the owner to sell it to us. ➤



DMM 516V was sold to Howard Stephenson in 2007. After an extensive restoration Tony repurchased the lorry in 2012. Photo Gyles Carpenter.



Restoration of DMM 516V in progress. The Rolls-Royce engine only required minor work. Photos Howard Stephenson.

"It had been damaged when it apparently ran off the road and into a ditch, which rather messed up the front end.

"I am not sure if the cab can be repaired, but when we finally get around to the restoration, finding a replacement cab should not prove to be much of a problem – as you can see, we have a few in stock stored around the yard!"

Tony says that the time spent on restoration work is obviously affected by the demands of the business, which moved from farm and general haulage into the skip hire business.

"The first skip lorry was a Bedford TL 1630, A211 NVR. This was later replaced by the 1990 Leyland 180 Turbo G706 XEU, which my dad used to drive, and the 1988 Volvo FL6, F854 BOH, which I drove. This business continued until 2009 when it was sold.

"The Leyland went with the business and I continued to drive it for the new owner for about a year until it was eventually sold to Jim Beckett, a commercial vehicle breaker in Pontefract. It was a sad day when that finally left the yard as it had been a good solid lorry and had performed well over the years."

He reveals he has continued working for the new owner of the business as a self-employed driver but his dad is now "winding down", although he still takes on part-time seasonal work, driving pea wagons which usually involves the use of some of the older vehicles "which he is more than happy with", said Tony.

"Perhaps in his 'retirement' he will have more time to spend on restoration work but we shall just have to see. The Volvo is still with us and is parked in a corner of the yard. This can now be regarded as a classic in its own right and we have kept it for posterity – one day it might well get a makeover and join the Scammells on the rally circuit."

Another Routeman eight-wheeler joined the Bristow ranks in 2003 when they bought DMM 516V, a tipper which had been used for some years on road building and bypass work by its previous owner.

"The old tipper had not had an easy life and proudly bore its construction site 'battle scars' but it was a sound enough lorry and we used it ourselves for a couple of years on site work. It was originally built as a tipper and would have been fitted with a Rolls-Royce 220 engine and

an AEC gearbox, but by the time we acquired the vehicle the engine had been replaced and it now had a Rolls-Royce 265 with a nine-speed Fuller gearbox."

### Moving on

Tony said it was rare for them to part with one of their Scammells but DMM 516V proved to be an exception, and after being used for a few years it was sold in 2007 to Howard Stephenson, who lived near Hull.

"He decided to carry out a complete ground-up restoration, and over the course of the next few years the Scammell underwent something of a transformation and Howard's restoration was completed to a very high standard."

After stripping off the old steel tipper body the cab was also removed to allow work to start on the running gear and chassis. It was later discovered the cab had a bad crack in it which could not be repaired so a search was made for a suitable replacement. Fortunately Howard was able to source a new cab from a showman in Farnborough who was still using a Scammell and had a spare cab which he was willing to sell.

Once the chassis was stripped down the brakes were overhauled and repaired with new brake chambers and brake pipes being fitted. The tipping ram was reconditioned as Howard intended to keep the Routeman as a tipper



The steel tipping body was scrapped by Howard and replaced with a nearly new alloy body – but it certainly looks the part. Photo Tony Bristow.



DMM 516V prior to restoration. A new cab was sourced, which helped things along. Photo Tony Bristow.



Another 'TAN' registered Routeman joined the collection in May 2006. Photo Tony Bristow.



The Bristows moved into skip hire, with this Bedford TL being their first skip lorry. Photo Tony Bristow.



The Volvo and Leyland skip wagons. The Volvo has been kept by Tony for posterity. Photo Tony Bristow.

rather than turn it out as a flatbed which would have been the quick and easy option. The Rolls-Royce engine was overhauled but needed only minor work along with a change of fluids and new filters.

Sourcing the new cab was a great piece of luck and once this was rubbed down, undercoated and painted it really did look the business. Once the work on the chassis overhaul was completed everything was shotblasted and once thoroughly cleaned, primed and undercoated it was given bright red top coats.

The cab was rubbed down, cleaned and after priming and undercoating was painted bright blue and the Stephenson name was added to the headboard. Once the cab was back in place the windscreens from the old cab were fitted. Howard also enlisted the help of an electrician to sort out the wiring and deal with a problem with the indicators. The old airbox needed to be replaced but although two others were found these were also full of rust. But Howard managed to repair one by cutting away the rot at the bottom of the end cap and welding in new metal, and once filled and sanded it looked as good as new.

With the chassis cab still up on blocks outside Howard's shed, the search for a body began and although it did take some time Howard eventually found just what he was looking for. Despite looking like a typical 1980s

tipper body, the one that he fitted was a recent build and was only 18 months old when he bought it.

### The Routeman returns

With the body fitted and the tipping gear working, new mudguards were fabricated and fitted, and to complete the job new tyres were fitted all around... and for Howard it was job done.

"He took great pleasure in showing off his newly completed Routeman at a couple of rallies in 2011... but it did come as something

of a surprise when he decided to sell the Routeman and he gave us first refusal," said Tony.

So in 2012 Routeman DMM 516V came back to the Bristow yard... and looking a lot smarter than when it had left a few years previously.

"At the moment we have kept the lorry in its blue and red livery but the cab has now been signwritten with my brother's name, Graham Bristow, on the headboard and he will be taking the Scammell to rallies and on road runs this year. ▶



TAN 681M in a previous life in showland. Photo Tony Bristow collection.

"The lorry needs one or two minor things to be sorted out. The gearbox will have to come out to allow us to have a look at the clutch as it seems to be dragging, there is some wiring which needs to be finished and new windscreens will be fitted. These jobs will be completed as and when time permits, but they will not prevent the Routeman from being out and about this season."

Another recent acquisition is... another Routeman, this one another ex Shell 'TAN' registration - TAN 681M - which was bought as a chassis cab from Johnny Murphy in Huddersfield. "It was once in showland and has been chopped down from an eight legger, so there will be quite a lot of work involved in getting this one back to its original configuration. In the meantime it remains in store until we decide what to do," said Tony.

"Over the years, as well as carrying out the full restorations, we have managed to accumulate quite a stock of Scammell spares, particularly Routeman parts, which will be very useful for future projects. More work has been carried out on the 'pride and joy' TAN 513M, with new chock rails being fitted to the body, and a couple of years ago we changed the diffs from 6.25 ratio to 5.04 so it is now a lot faster on the motorway and the fuel consumption has improved considerably.

"In previous years the Routeman was used to transport some of my vintage tractors to various shows but I now move them on a Leyland Freighter beavertail. This has allowed me to fit a box on the platform body of the Routeman which contains living accommodation which can be used when we overnight at events. My dad and I built the box ourselves and when covered with a roped sheet it passes for a load.

"Looking around the yard we would seem to have enough restoration projects to last several lifetimes... but some of the Routemans which are parked up in the yard are really only donor vehicles and there is little realistic chance of them being brought back into action. It is likely that the next restoration project will be either MOY 541L or TAN 681M which both require extensive work to return the chassis to their original eight wheel configuration. However, nothing definite has been decided at the moment."



Tony now uses this Leyland Freighter, complete with vintage farming murals, to move his classic tractors. Photo Tony Bristow.



RTL 915N is still in the original brown livery of its first owner, corn merchant H R Oakley of Lincoln. Photo Gyles Carpenter.

In addition to the Scammells the family also has a good mix of other restoration projects which include tractors and also plant and machinery, plus some interesting draglines and shovels in their collection. Some of these such as the Priestman Lion have been fully restored but there are others which still need work.

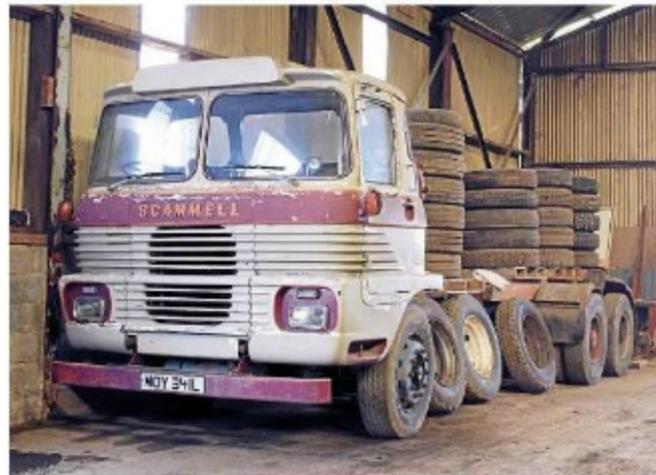
"Whatever comes along, and whatever I find myself working on in the future, it will always be the Routeman TAN 513M which will have a



There are plenty of projects left in the Bristow yard. Photo Tony Bristow.

special significance. Every time I climb into the cab I am transported back to the days of TAN 635M and those wonderful times spent with my grandfather enjoying days out on the road with hardly a care in the world."

My thanks to Tony and the Bristow family for taking the time to provide the information and for allowing the use of photographs from their collection. My thanks also to Gyles Carpenter for providing additional photographs. ■



Just a couple of the Scammells in the queue. Photos Gyles Carpenter.



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# And now for something completely different...

Many people spend years on a project, turning a pile of scrap into their perfect vehicle. But that doesn't mean it has to look like it did when it was new, as Roger Hamlin found out.

Over the years I've seen many vehicles that have been customised to suit their owner's requirements, but this has to take the biscuit. What you see here started life as a 1952 Jowett Bradford van, which since 1985 has gradually been changed to its present form by owner Peter Knowles of the Wairarapa District of New Zealand.

Peter has lived in the district all his life, and works as a fitter and turner. He came across the van when he was an apprentice, and couldn't resist buying it. However, one thing that didn't impress Peter was the unusual flat-twin Jowett engine, so this was ripped out and replaced with a Morris Minor lump. However,

this was no 'straight swap', as Peter decided the new engine would be better fitted in the back. He then added to his mechanical project by fitting an old three-speed gearbox from an unidentified American vehicle. The rear axle and diff from the Bradford stayed but some transfer boxes, together with a PTO from an old Bedford lorry were fitted, making this possibly the only Bradford van in the world with two gearboxes.

### Four-wheel drive

By 1989 Peter decided more work was needed on the van, so the diff was changed for one from a Wolseley. The discovery of a couple of

scrap Series One Land Rovers gave him the idea to go four-wheel drive. This used the Land Rover gear and transfer boxes, but the front diff came from a Holden 202 which was the same ratio as on the back. CV joints from an old Austin Maxi, combined with Land Rover swivel gear completed the front axle.

It was during these modifications that Peter decided to remove the old van body and make his own 'buggy' using whatever panels he could find.

The winter of 1992 proved to be very wet, and even with the machine in four-wheel drive it still got bogged down, mainly due to the weight of the vehicle combined with the

underpowered Minor engine. So a Holden 202 unit replaced the Morris lump, increasing the power of the machine from 35hp up to 95hp.

With more power it was now time to upgrade the running gear. A new rear axle was fitted from a Bedford three-ton lorry, as the ratio was about the same as the front. Ford Transit wheel rims were then fitted all round.

When driving off-road it is sometimes necessary to adjust the tyre pressures, so a compressor became the next addition to the Bradford. Air shocks were then added to improve the ride, and power assisted steering and brakes helped keep things in check.

### Where do you stop?

Since 1995 Peter has fitted a further two gearboxes, making four in all, giving this 'monster' a total of 49 forward gears, but Peter has no idea of how many in reverse. Although it can go faster, Peter keeps the top speed down to around 40mph – any faster and the noise then becomes unbearable. In its lowest gear it moves at a snail's pace.

By 2002 the vehicle was roughly as you see it today. But one glimpse inside at the mass of dials and wires, together with its four gearboxes, and you soon realise that the only person in the world capable of driving it would be the man who built it.

The bodywork is crude to say the least, with some metal panels and a fair bit of plastic. The so-called windows in the back are fixed in with screws, and you get into the driver's seat via a home-made half door – but it works.

What amazes most people about this machine is that it has a Warrant of Fitness, which is the NZ equivalent of an MoT certificate in the UK, making it totally road legal. Unsurprisingly, whenever Peter turns up to a show in this blue buggy, it always draws a huge crowd of curious onlookers, keen to know just what it is. But I bet there's not one of them that could drive it. ■



An example of what the machine once looked like – a standard Jowett Bradford van. Photo PM Photography.

**"The only person in the world capable of driving it would be the man who built it."**



Purists should stay well away.



What on earth?



Four gearboxes give the vehicle a total of 49 forward speeds.



A mid-mounted Holden straight six keeps things moving.

# Remember November

I am writing with reference to the November issue of *HC*. Another fascinating edition which has sent me rushing to my reference books.

Mike Blenkinsop's memories of The Royal Show were most interesting. May I comment on the Post Office Seddons and the mobile post offices?

GPO 1 was a Morris-Commercial Leader from 1937 which was re-registered to TUV 730 in 1957. The registration passed for a short period to a Humber car and then to the Seddon Mark V. I believe this vehicle had originally been registered GPO 3, and that there were only two Seddon prime movers

for the mobile post offices.

GPO 2 was again a Leader, re-registered to TUV 736 in 1957, when the number was allocated to the second Seddon.

GPO 3, used for a short period on the Leader, was reissued in 1961 to a 1961 Morris (not Austin) FFK 100 motive unit originally registered 968 BYY.

The Post Office had a number of Seddons of various types in the 1950s, including NGJ 471-477, OYF 163-178, PUL 732-734, RLB 818-818 (which were Model 25 personnel carriers), RXT 375-409, SGH 691 (another 25), SLO 987-988 (further 25s), SXH 182-

185, SXH 191, SXH 200-203, SXH 214-219, SXH 587-625, SXH 650, TGC 271-272, SGC 293-308, SGC 357-374, SGC 829-876, SGC 890, TUV 115, TUV 675, TUV 703-705, TUV 707, UXV 644, UXV 670-672, UXV 674, UXV 684, UXV 687-688. I am wondering whether the Mk7 3-tonner to which the article refers was UXV 644, described in records as a '3-ton pantehnicon', not UXV 648, which is recorded as a Fordson Major tractor.

As a matter of interest, I think that the trailer on the Leader of Mr Stark, as illustrated, is by Taskers.

Turning to the Archive Album feature, would it be

heretical to suggest that the bus in picture four is of more interest than the Albion? This is an SOS model SON built by Midland Red for itself, plus 14 for Trent. All of the Trent examples passed to showmen in later years.

May I also express reservations as to the suggested registration of the Scammell in picture five. HR was a Wiltshire registration which ran from 1919 to 1924, too early, I think, for this vehicle, though it could of course have been re-registered at some time.

Lewis Burrell  
Risca,  
South Wales

## What can this be?

A friend of mine who now lives in Melbourne, Australia, emailed me the attached photo of his late grandfather James Cassin, with a request for any details such as the make of vehicle and what load it might be carrying. James worked for the London and North Eastern Railway in Ipswich for several years. Any information would be most welcome.



On a rather different subject, the letter from Mr Bill Free in the October issue of *HC* and his mention of a variable wheelbase tipping trailer brought back memories of a driving job I had back in the long, hot summer of 1976. This was with Gleeson Civil Engineering working on the M4 extension between Cardiff and Newport. I had one of these trailers, two axles, coupled to a Ford Custom Cab tractor unit. I can't remember who built the trailer though, it was a rather unusual design to say the least.

Alan N Barnes,  
Welspool,  
Powys



## Model mystery

I have recently purchased *Heritage Commercials* magazine number 287 and noticed the article on heavy haulage and thought you might be interested in this model I recently acquired. It appears to be a company-made model to show how it planned to move a load.

If anybody has any information on this model, I would really appreciate it.

Jonathan Forgrave  
Via email

Thanks for your email Jonathan. It appears to be illustrating the air-cushion system used in heavy haulage. The green van at the back supplied the air. If anybody knows who made it, or why, please get in touch - Ed.

## Foden to the rescue

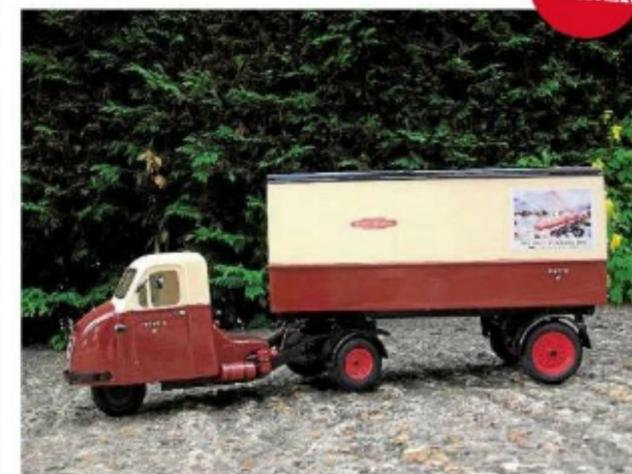
I thought UK readers might like to see this picture of my 1955 Foden. It had just towed the stricken R model Mack from an awkward position half blocking the wrong side of the road after a wiring short shut down the electronic engine control. Of course the Foden has no such complications with its straight-8LW Gardner engine and 12-speed box. The distress call was received as the Foden was being readied for a club road run so it was simplest to use it for the rescue.

You will notice a very short chain was used for the tow to allow an air-line to be connected from the Foden to charge the Mack's tank to release its maxibrakes.

Warwick Bryce  
Victoria  
Australia



## Model memories



MODEL WINNER



It was nice to see Mike Farrell's scratch-built models in the August issue. As a scratch builder myself I appreciate the work involved.

I began scratch building radio-controlled classic vehicles in the mid-Eighties when, after repairing a batch of faulty radio-controlled 'ready to run' models, I had a pile of bits left over - wheels radio units etc. I decided to make a model of my wife's Morris Minor Traveller, not the easiest project to start with, however it turned out okay.

When I started our own TV



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business in 1989 my wife suggested restoring a Morris Minor van. When that was up and running she also suggested making a model of it to go with the Traveller. Spurred on by success, I began to see what else I could do, so I built a model of an LMS 'Karrier' from a drawing and photograph in a book. This was followed by a 1966 Land Rover Fire Engine, 1949 Reliant Van, Scammell Scarab, Routemaster bus in our local bus company livery and a freelance 1930s

delivery van loosely based on a Model A Ford.

I also collect and restore old Dinky and Corgi models and having finally got the Dinky I always wanted as a lad, namely the 14-Ton Foden Tanker, I thought a 1:12 scale radio-controlled model of that would be nice; although scaling up can be a bit dodgy, it worked out okay.

My latest project is not radio-controlled, as I decided to build a fairground organ into the rear of an 'O' type Bedford. The organ has

an MP3 player inside and by filtering some of the music the dancers are triggered by the resulting pulses along with the bandmaster's arm and baton. His head also moves from side to side on a timed sequence.

Len Cooper  
Bourne,  
Lincolnshire

Thanks for your letter Len. Such superb work deserves this month's prize - and I'm sure it will be far easier to build! - Ed.

## LETTER OF THE MONTH

To qualify for one of Ed's fabulous prizes, send him a letter today

## WINNER OF A REVELL MODEL KIT

# My royal appointment

I read with interest Mike Blenkinsop's account of visiting the 1962 Royal Show on Newcastle's Town Moor in the November issue. In the immortal words of Max Boyce I can also say "I was there!" – as an apprentice in the famous Carlisle crane making company of Cowans Sheldon. I was on annual holiday in the first week of July when my late great friend and fellow haulier colleague Robbie Boyes, a partner in the old established family firm of A D Boyes Ltd of Ireby, asked me if I would accompany him on a trip to the Royal Show at Newcastle in his 1950 Leyland Beaver cattle wagon, KAO 346, Chassis No 50467, first

registered on August 1, 1950, to Ireby haulier, Jake Strong.

By 1962 it was owned by the Boyes family, Jake having retired. The job was to collect a small number of fell ponies, a semi wild breed found up on Caldbeck Common above the village of Ireby, and owned by a well-known Ireby farmer and fell pony enthusiast.

We collected the ponies and their owner from the farm and set off for Newcastle but by the time we had travelled about a mile, one pony became upset and kicked a board out of the side of the cattle container (Cumbrian parlance for a livestock crate). This, in turn, upset the Beaver's driver. Nevertheless we carried on some 90 miles to Newcastle. On arriving we discharged the ponies and their owner into the special lairage provided for them and their fellow fell pony enthusiasts. We then set to work and cleaned out the container as this was to be our bedroom for the night.

The next day was spent in the showground looking at all the various exhibits as described by Mike in his article. I remember the GPO Post Office vehicle, the AA Seddon Mobile Control Unit and the National Provincial Bank exhibition unit. I seem to recall that there were a number of large exhibition units to that design at the time belonging to large companies and organisations. The vehicle that interested both

of us most was the Thos Muckle AEC Mammoth Major Mk V with Park Royal cab – in fact I had the privilege of sitting in the driving seat of what was considered to be a gigantic wagon in its day. Being in livestock haulage my pal had a lengthy discussion with Muckle's staff with regard to the stability of the AEC with such a high centre of gravity carrying two decks of cows.

Although spending my working life as a haulier and coach operator, that was the only time I was ever in the cab of a Mammoth Major. Mike mentions Gibsons Ready Mix Concrete, a company I knew of quite well as my father had worked for it as a mobile plant fitter in the 1950s. He was provided with a Ford 10cwt van in Gibsons livery. It was agent for Kwickform Shuttering at the time and I still have four folders given to me by my father to keep my collection of 1950s lorry and bus brochures etc. in. In later life, circa 1968, I had to deliver a concrete mixer back to the company's yard at South Gosforth on my own wagon. This was a memorable trip with a wagon and driver still fondly remembered by many of the older Cumbrian hauliers and drivers.

Attached is a photograph I took on that trip to the show of Robbie Boyes in front of his beloved Leyland Beaver.

Gerald Walker  
Wigton



## GPO Seddons

I am writing with reference to the article in the November issue showing the Seddon Travelling Post Office vehicles. This got me thinking that I'd seen one of these vehicles somewhere before. So, out came my photo albums and sure enough there was GPO 2. The photos were taken in either 1984 or 1985 at the Great Central Railway Road & Rail weekend.

Dave Smith  
Loughborough  
Leicestershire



## Beer pressure

In the early 1960s, my father's company, John Rogers Limited, was awarded the contract to convert hand-pump beer equipment to CO2 pressure beer equipment for the east London brewers, Mann Crossman and Paulin. At this time MC&P owned several hundred pubs of varying sizes in London and the south east of England.

These 1964 black and white photos taken in Jubilee Street, London E1, show the team and vehicles responsible for this project. Sixteen-year-old Martin (me) is in the back row on the extreme right. I was helping pa out during my school holidays. John (Jack) Rogers is at the front complete with suit and moustache, with mum (Edith) at his side. As you can see, the fleet is exclusively BMC. I believe the dealer was Bonallack which must have done very nicely thank you. I couldn't find anything about Bonallack on the internet.

Martin Rogers  
Honeybourne,



# Showland Scammell

Picture number five from the fairground themed Archive album in the November issue of HC is a chain-drive Scammell, registration number HR 9127, which I understand was purchased by Edwards from Ushers, the brewers from Trowbridge. This Scammell was patriotically named 'Churchill' and would prove to be the first of three successful generations of Edwards' Scammells to carry this name. Edwards also then operated two similar chain-drive Scammells, 'Moonraker' registration number YU 3612 and 'Queen of the Cotswolds' registration number XL 7215.

I understand that the engine from 'Churchill', a 6LW Gardner, was eventually removed and placed in the Scammell Showtrac conversion registration number FEV 858, in approximately 1946-1950, by the Edwards brothers. The Showtrac conversion again carried the same name 'Churchill'. I understand that the dynamo and drive gear was eventually removed from FEV 858, again by the Edwards brothers, and placed in Scammell Highwayman 839 GEW in the early 1970s. The Highwayman again carried the name 'Churchill' and faithfully served the family to the conclusion of R Edwards and Sons Limited.

I have attached a photograph of 'Churchill' when in active service with R Edwards and Sons where it belongs, at the fair.

Chris Randall  
Via email



## Renault 'Hovis' was a diamond

I am writing after seeing the request for information on the Renault Estafette van in the October issue of HC.

In 1960, at the age of 15, I started work at a South London Renault dealer, The Spur Garage in South Wimbledon, as a car cleaner. After two years I passed my driving test and I was ready for the road. We had a Renault Estafette van (high roof version) which was known as the 'Hovis' as it looked like a Hovis loaf of bread from the side. If anybody wanted some wheels to go out and nothing else was available the cry would go out use the Hovis!

I drove this van for about two years collecting spares all around south and west London and as you can imagine I felt like the 'king of the road' driving a rare foreign van around all day. It was very low geared, and even with the small engine size it would pull anything.

It was comfortable to drive and had good all round vision. After a few more years I became a mechanic and serviced and carried out repairs on these vans. We also made up a towing bracket for the van and it was used as a breakdown vehicle. Because it had a very

low floor we made a towing bar from a length of scaffold pole with a U bolt welded at each end – no need for a rope and no snatching when pulling away. I wish now I had taken a photo of the van. It was painted yellow with red side panels and the name and address of the garage in black letters on the panels. It was a very reliable vehicle and in all the years we had it I don't think it ever broke down. I worked for this company for 22 years and enjoyed every minute.

Richard Hale  
Via email

## Len's ERF

I am writing with regard to the Archive album in the November issue of HC. Picture number seven shows ERF registration WWY 363 in showman's service. The attached picture shows the lorry when it was part of Len Green's GEC contract fleet. Also in the line-up is NWY 716 which is now preserved with Harold Fillingham of Wickersley.

AF Graham  
Via email



## Remembering Renault

I was interested to see a Renault Estafette van featured in the October issue of HC. In 1966 I worked for Kennington Laundry in Kent. It had four Estafettes in its fleet which consisted mainly of Austin LD and Bedford CF vans. The Renaults were all high tops with hanging rails in the roof for carrying dry-cleaning. The swaying movement of a full load of hanging garments made the vans rather unstable on bends. The metal work of the vans was as thin as a baked bean tin and on one occasion the side loading door was ripped off my van by a gust of wind and flew over the top of the van.

One of the vans made a right-hand turn while being overtaken by a car. The driver remained sitting in the seat in the front of the wreck despite there being no seat belts. Nobody was hurt but the van was sliced neatly in half. On another occasion a front wheel sheared off an Estafette and, rolling upright under the van, overturned it.

I seem to remember that the engine was beneath the floor below the seats. The seats were canvas laced to a metal frame. I cannot remember what the engine size was but it sounded and felt like a sewing machine motor. They were quite fun to drive (well I was a teenager at the time) and quite unlike any British vans at that time.

Martyn Brisland  
Via email

## Michelin mystery



I found this old picture at a local car boot sale, and although the vehicle is on rails it appears to be a converted lorry. Does anybody know what it is and what it was used for?

Harry Baker  
Cardiff



## Beastie back then

What a great story from Bob Weir on the Albion 'Beastie' in the November issue of *Heritage Commercials*.

Like many visitors to Scotland's beautiful area of the Trossachs, over the years I have seen that particular Albion parked on the side of the main road at Doune many times and wondered what would happen to it.

I took the attached shots of it in 2003 so it's great to read that Robert Campbell has transformed this fantastic piece of Albion heritage back into mint condition and saved it for posterity. Well done.

Bob Tuck  
Via email



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This pair of LB81 tractors with car transport trailers were parked up in Birmingham on a September afternoon in 1987. Belonging to EG Donaldson of Bromsgrove in Worcestershire, it appears they were on contract to local dealer Bristol Street Motors.



This very tidy 81 flatbed complete with sun visor belonged to Bradleys of Darlington. Among the small fleet was an ERF with an LV cab, and I can remember speaking to Mr Bradley on the phone one evening and he had some good haulage stories to tell.



This 1979 flatbed belonging to Roy Liprot of Wigan was taken at speed on the M6 at a place where I was regularly motioned away by the police, who perhaps thought I would trespass on the motorway. The very thought! Pity, as it was a great spot for pictures.



DuMac Transport Services of Caerphilly operated this sleeper cabbed 81 flatbed. I saw it parked up in January 1991 and managed to get it on film with around a three minute exposure in a Walsall lorry park.

# Keeping a LOW PROFILE



LEFT: This 81 is in the red colours of Glynwed International which did a variety of metal processing in Wednesbury, but I believe it was operated by Arthur Jones Transport from the same town. There were Volvo F6 and F7s on the books too.

Mark Gredzinski trawls his archive to give us a glimpse into the working days of Scania's LB81.

Scania is nowadays largely associated with premium heavy trucks but incorporated into its catalogue have always been the workhorses in lower weight ranges, operating in the 16-ton rigid format. That was until April 1, 1988, when the limit was upped to 17 tons GVW.

Typical was its LB81 range available in both 16 ton rigid and 32 ton articulated tractor versions which shared the same basic cab structure as the almost legendary LB111 and 141 heavy tractor/drawbar rigid models. We had a look at some working examples of the 111 earlier and will cover the 141 in a future issue.



Johnson's Freight Services was, I believe, based in Hull. This 16-ton curtainsider was captured in the Great Barr area of Birmingham.



It was August in 1988 when I spied this 81 labouring up one of the hills in Dudley. I was far from home, being based in Denny near Falkirk.



RJ Brookes of Willenhall in the West Midlands ran this 81 tractor in conjunction with a Scania 111 in the same red and green colours.



Chemical company Albright and Wilson of Oldbury used this LB81 to carry fairly noxious corrosive substances and Scania's were popular on its fleet.



Metal Closures was based in Bromford Lane, West Bromwich. This 81 curtainsider was taken in 1987 not far from its base and I seem to recall around four of this type in use by the company at the time.



This LB81 called 'Lady Sue' belonged to GD Transport of Dudley. It was photographed one dull afternoon in January 1990 having done 11 years' service.



As far as I could ascertain, CN Hadley Engineers is based up in Darlington in the north east of the country, and 23 years ago this example would have been making its way back to base.



Based in Oldbury on the edge of the Black Country, R Gayden Transport used to operate a few of these LB81s, and this example is well used, being a 1977 model.

### European expansion

In the 1970s Scania was enjoying a period of growth, doubling production and tripling its export quota. The LB81, LB111 and LB141 all used the same basic cab structure, the 81 series just being mounted lower and, in most examples, minus sleeper extension. Back in February 1968, the hydraulic tilting cab had

been introduced on the earlier generation LB110 series and fitted to the LB80 and LB 140 a year later. This earlier generation of Scania's cosmetically looked very similar to the later LB81, LB111 and LB 141 which were introduced back in 1975.

In period advertisements at the time, Scania made a point of mentioning how strong its

cabs were and how they stood up to testing with a series of weights being swung at the cab. The main structure was shown withstanding a rearward assault, perhaps simulating a shifting load. What emerged was a cab that, while not entirely resistant to corrosion, was one that would give the lorry a long life, and this was apparent by the amount

of examples still working a decade or two after manufacture. The Scania cabs were roomy and well appointed for their time, which went down well with drivers.

In 1975 when the updated LB81 replaced the 80 (the six-wheeled rigid version, known as the LB86, correspondingly replaced the earlier 85 series), the first digit in the model number

indicated the approximate engine capacity in litres. Hence the LB81 4x2 rigid used a 7.8 litre normally aspirated diesel with 161bhp and a 10-speed splitter gearbox. Similarly, the LB81 HS31/34 4x2 32-ton tractor used the DS8 7.8-litre turbocharged diesel with a 205bhp output. This was found by many drivers to be underpowered at 32 tons compared to the 111,

and with a full load on the 8 litre could sometimes develop cracked heads over time. On the plus side, the tractor was nimble with a small turning circle. It was not fitted with a sleeper but operators such as Bewick in Cumbria commissioned coachbuilt sleeper conversions.

Unsurprisingly, the 81-series was a success



LEFT: Hayes Freight of Darlaston has one of the best liveries around in my opinion, and currently has DAF XFs and Scania's. This 81 was a solo effort, as in the Eighties the company was a big ERF user and I hope to have a look at its fleet in a later article.



LEFT: Based at Brierley Hill, this old tractor was used by shelving and storage unit manufacturer Link 51 which has been in business for over 50 years.

RIGHT: Hingley Transport is based in Brierley Hill and is a well known Midlands haulier. This tidy example was seen cresting a bank in Walsall. Together with more modern Scania 112 models of the time, the company had at least one Scania 111 still working with a day cab.



Not far from Wellingborough in Northants is the village of Woolaston where this nicely signwritten 81 tractor resided. NB Potter Haulage had some later Scania 82s on the fleet, together with some Renaults, at the time of my visit.



One October evening in 1989 I was up at Kite Brothers in Cradley Heath in the Black Country taking pictures of the company's fleet when I spied this Scania, though I know nothing about its origins.



The beef extract drink Bovril has been going since the 1870s and is manufactured in Burton on Trent. This tractor was about 30 miles from its base but what lurked in the boxes it carried was a mystery.



Wilds Trailer Services based in Trafford Park, Manchester, used this 1978 example. It was photographed as the light was fading in the winter months on a visit to capture the local haulage scene.



Male & Son was based in Pensnett, near Brierley Hill in the Black Country. In the main, the fleet consisted of Leyland Reiver tippers and a couple of Marathon artics around the time this picture was taken. This was the only Scania I can recall on the fleet, and this LB81 tractor with a tipper trailer was passing through Walsall.

with many seeing service in the distribution role for various carriers with box bodies and curtainsiders in the 16 ton range. Bees Transport of Hinckley was one notable user of both the 80 and 81 series on distribution work. Later on, towards the end of their life,

second-hand examples could be seen as flats hauling steel and other general boxed and palleted loads.

The LB 81 series lasted until 1980 when superseded by the entirely new GPR range of cabs which covered the total range of Scania's

in four configurations. Looking back at the lorries at work, the cab now seems rather small compared to today's range of four-wheelers which, typically with a curtainside body, are really quite big vehicles. Here's a selection earning their corn, mainly in the Midlands.



Warley Carriers operated this 16 ton curtainsider, and has been going since 1978. Based in West Bromwich, it currently uses some tidy Scania artics for groupage work to Ireland.

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This month's archive brochure is hardly the most colourful piece of advertising you'll have seen, but it is rare and historically important. Dated January 1962, it features the trailing axle conversions offered by Universal Power Drives (Unipower) for the 7-ton Commer. Do you have any experience of these conversions? If so, please write in and tell us about them.

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MODEL 180	24' 0"	29' 10 <sup>9</sup> / <sub>16</sub> "	As above <b>Plus £90 nett extra</b>	
MODEL 141.T	17' 0"	24' 1 <sup>7</sup> / <sub>16</sub> "	8.25 x 20 12-ply 8.25 x 20 14-ply 9.00 x 20 12-ply	£590 £600 £620
MODEL 141.F	18' 9"	25' 0 <sup>1</sup> / <sub>16</sub> "	As above	
MODEL 115.T	15' 0"	21' 9 <sup>1</sup> / <sub>16</sub> "	8.25 x 20 12-ply 8.25 x 20 14-ply 9.00 x 20 12-ply	£590 £600 £620
MODEL 115.F	15' 0"	21' 9 <sup>1</sup> / <sub>16</sub> "	As above	

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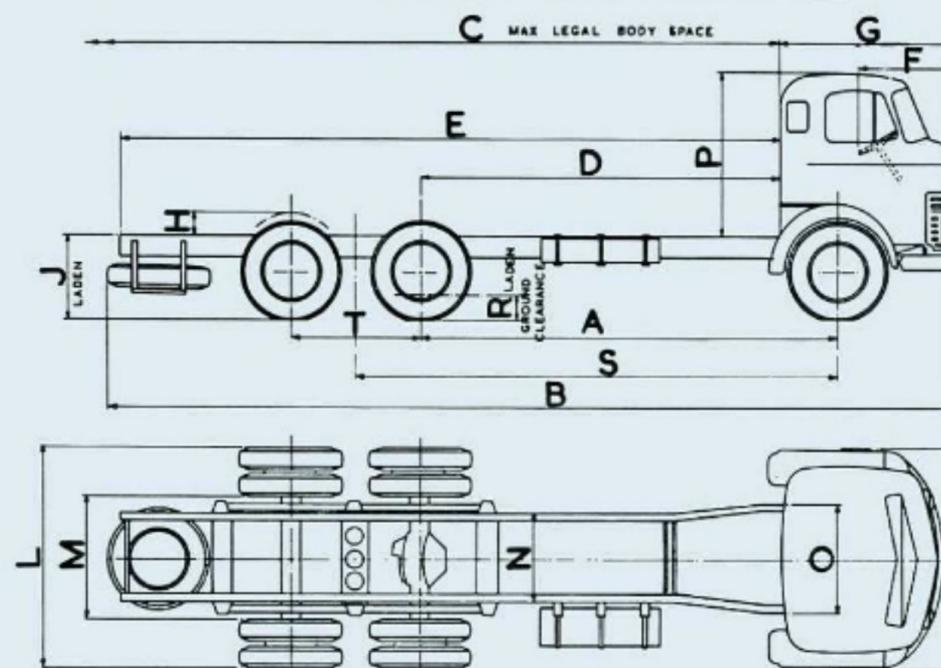
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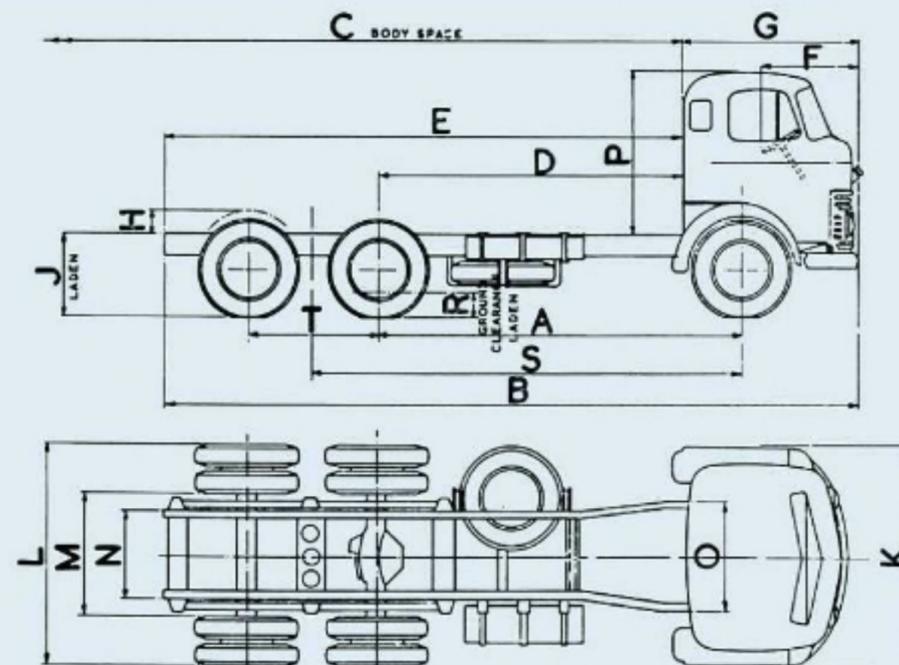
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MODEL	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	R	S	T
MODEL 180	180	355 <sup>3</sup> / <sub>8</sub>	291 <sup>5</sup> / <sub>16</sub>	159 <sup>3</sup> / <sub>8</sub>	288 <sup>3</sup> / <sub>16</sub>	38 <sup>3</sup> / <sub>8</sub>	66 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	31 <sup>1</sup> / <sub>16</sub>	88	86 <sup>3</sup> / <sub>16</sub>	47 <sup>15</sup> / <sub>16</sub>	33 <sup>3</sup> / <sub>8</sub>	41	61 <sup>1</sup> / <sub>2</sub>	8 <sup>7</sup> / <sub>8</sub>	205 <sup>1</sup> / <sub>4</sub>	50 <sup>1</sup> / <sub>2</sub>
MODEL 162	162	328 <sup>3</sup> / <sub>8</sub>	264 <sup>3</sup> / <sub>16</sub>	141 <sup>3</sup> / <sub>8</sub>	261 <sup>3</sup> / <sub>16</sub>	38 <sup>3</sup> / <sub>8</sub>	66 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	31 <sup>1</sup> / <sub>16</sub>	88	86 <sup>3</sup> / <sub>16</sub>	47 <sup>15</sup> / <sub>16</sub>	33 <sup>3</sup> / <sub>8</sub>	41	61 <sup>1</sup> / <sub>2</sub>	8 <sup>7</sup> / <sub>8</sub>	187 <sup>1</sup> / <sub>4</sub>	50 <sup>1</sup> / <sub>2</sub>
MODEL 141.F	141	297 <sup>1</sup> / <sub>2</sub>	233 <sup>5</sup> / <sub>16</sub>	120 <sup>3</sup> / <sub>8</sub>	230 <sup>3</sup> / <sub>16</sub>	38 <sup>3</sup> / <sub>8</sub>	66 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	31 <sup>1</sup> / <sub>16</sub>	88	86 <sup>3</sup> / <sub>16</sub>	47 <sup>15</sup> / <sub>16</sub>	33 <sup>3</sup> / <sub>8</sub>	41	61 <sup>1</sup> / <sub>2</sub>	8 <sup>7</sup> / <sub>8</sub>	166 <sup>1</sup> / <sub>4</sub>	50 <sup>1</sup> / <sub>2</sub>
MODEL 115.F	115	261 <sup>1</sup> / <sub>16</sub>	194 <sup>3</sup> / <sub>16</sub>	94 <sup>3</sup> / <sub>8</sub>	194 <sup>3</sup> / <sub>16</sub>	38 <sup>3</sup> / <sub>8</sub>	66 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	31 <sup>1</sup> / <sub>16</sub>	88	86 <sup>3</sup> / <sub>16</sub>	47 <sup>15</sup> / <sub>16</sub>	33 <sup>3</sup> / <sub>8</sub>	41	61 <sup>1</sup> / <sub>2</sub>	8 <sup>7</sup> / <sub>8</sub>	140 <sup>1</sup> / <sub>4</sub>	50 <sup>1</sup> / <sub>2</sub>



**TIPPER MODEL**

MODEL	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	R	S	T
MODEL 141.T	141	271	222 <sup>1</sup> / <sub>16</sub>	120 <sup>3</sup> / <sub>8</sub>	204 <sup>1</sup> / <sub>4</sub>	38 <sup>3</sup> / <sub>8</sub>	66 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	31 <sup>1</sup> / <sub>16</sub>	88	86 <sup>3</sup> / <sub>16</sub>	47 <sup>15</sup> / <sub>16</sub>	33 <sup>3</sup> / <sub>8</sub>	41	61 <sup>1</sup> / <sub>2</sub>	8 <sup>7</sup> / <sub>8</sub>	166 <sup>1</sup> / <sub>4</sub>	50 <sup>1</sup> / <sub>2</sub>
MODEL 115.T	115	245	194 <sup>3</sup> / <sub>16</sub>	94 <sup>3</sup> / <sub>8</sub>	178 <sup>1</sup> / <sub>4</sub>	38 <sup>3</sup> / <sub>8</sub>	66 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	31 <sup>1</sup> / <sub>16</sub>	88	86 <sup>3</sup> / <sub>16</sub>	47 <sup>15</sup> / <sub>16</sub>	33 <sup>3</sup> / <sub>8</sub>	41	61 <sup>1</sup> / <sub>2</sub>	8 <sup>7</sup> / <sub>8</sub>	140 <sup>1</sup> / <sub>4</sub>	50 <sup>1</sup> / <sub>2</sub>

It should be noted that for bodybuilding purposes special bodybuilders drawings are available on request

# Source of the Thames

Alan Barnes tells the story of the development of the Thames 300E, and highlights one of the few survivors of this iconic breed.

I remember my cousin's first car, a Ford Anglia saloon which we used to pack with fishing equipment for some of our boys' weekend fishing trips. With four of us, a tent and all the rods and tackle, we all really wished that he had opted for the estate or van version of this popular little Ford.

Seeing Barry Lucking driving his 1957 Ford Thames 300E De-Luxe into the Central Park in Dartford to attend a vintage rally did bring back some memories of those fishing expeditions, and certainly only served to reinforce my view that my cousin had in fact bought the wrong Anglia all those years ago.

Barry bought the 300E in January 2012 and although a previous owner had carried out a great deal of restoration work there are still some features to be attended to and he

regards the van as very much a project in progress.

Ford had established itself as a major player in the world of light commercial vans with the introduction of the Model 'Y' 5cwt van in February 1933. This was a development of the 8HP Model Y saloon launched the previous year. During a production run which lasted until late 1937 more than 30,000 of these vans had been built. A restyled version, the Model 7Y, appeared in October 1937... although the new van continued to be rated at 5cwt.

In 1940 Ford undertook a restyling of the passenger car which was redesignated as the E04A, and the name 'Anglia' appeared for the first time, a name which would be used on a series of models introduced over the next 20 years. The Model 7Y van ceased production in



Almost 197,000 of these vans were produced between 1954 and 1961.



Barry knows very little about the van's past, except that it was new to somebody in Newcastle upon Tyne in April 1957.

1941 with the building of civilian vehicles being restricted due to the war. When civilian production resumed in 1945 the van was designated the E04C in line with the passenger version which had become the E04A Anglia, and as far as the van was concerned the name Fordson was now carried above the grille.

## A lighter Thames

The E03CF 5cwt introduced later was eventually replaced in 1949 by the E494C which featured a restyled front end and a new grille. This van was to remain in production for five years before being replaced in July 1954 by the van version of the newly introduced 100E Anglia and Prefect saloon cars. The new van became the 300E and for the first time on a Ford light commercial vehicle the bonnet carried the 'Thames' badge.

Compared with the previous light vans >



The van had been restored by a previous owner, so little needed to be done except sort out problems caused by it standing for a while. However, Barry's wife had the seats properly reupholstered as a birthday present – that's got to be better than socks!



These brochure pictures show how you load the new 300E and then get in yourself.

produced by Ford, the 300E included some rather revolutionary design features. Using a monocoque construction, the new van was basically the complete front end of the 100E saloon combined with a van body with 66.5 cubic feet capacity. The door mounted spare wheel, a distinctive feature of the earlier Ford vans, had gone, with lines of the front wing styling continuing along the van body.

The neat, slightly flared wheel arches of the saloon car had also been retained and the overall result of the redesign was a modern and rather stylish light van.

The body was an all steel welded construction and featured a large one-piece curved windscreen, while the rear of the van body was fitted with a pair of wide opening doors and the rear loading height was only 23 inches. Although based on the saloon, and more or less having the same front end, it is worth noting that the fitting of a passenger seat remained an optional extra.

Under the body shell there had been more changes and the old 8hp side valve engine had been replaced by a four-cylinder 1172cc side valve engine which allowed these tidy little vans to hit a top speed of 70mph. The advantage for Ford was that most of the components for the new engine could be produced using existing tooling which

represented a considerable saving in development and production costs. The previous front and rear transverse Ford spring arrangement had also gone, having been replaced with the McPherson independent front suspension and a pair of semi elliptic springs mounted longitudinally at the rear.

Hydraulically operated brakes and clutch were also new features on a van of this size, although Ford did continue with its use of the three-speed gearbox with synchromesh only on the upper two ratios.

**“The Ford looked to be reasonably smart ... the main problem was that under the bonnet it was a very different story”**

The year after the introduction of the 300E, some amendments to the specifications were made with larger 8in brake drums being fitted and changes to the gear ratios, while a 7cwt De-Luxe version with stronger rear suspension was also introduced. The De-Luxe fittings

included the use of some of the parts from the Ford Prefect saloon and these included the chrome front grille, headlight surrounds, the bonnet mascot and chromed bumpers. A standard version of the 7cwt 300E was also added to the range and this was practically the same van but without the chrome embellishments.

The 300E proved to be a very popular light van and users ranged from the self-employed tradesman through to some large fleet operators, and London Transport operated a number of these vans as support vehicles. Interestingly, one of a batch of these vans bought by London Transport has survived into preservation. The van, registration WXR 859, was one of 13 identical ones delivered to the London Transport Central Distribution Works in June 1959. They were allocated service fleet numbers 1088F to 1100F and it is 1096F which has survived.

It was withdrawn from service in 1964 and subsequently sold to a private owner. In later years it was restored by Mr N Anscombe and the van was donated to the London Bus Preservation Trust in May 1998... remaining part of the London Bus Museum collection.

During the production years some slight changes in the trim design were made to the vans, but these stemmed largely from the



The van was popular with all manner of businesses from one-man bands up to big fleets.



## Restoration contacts

■ Harrison Trimming, 42 Top Dartford Road, Swanley, Kent BR8 7SQ.  
Tel 01322 662 115.

■ Vintage Supplies Ltd.  
10G Folgate Road, North Walsham, Norfolk NR28 0AJ  
Tel 01692 406510.  
www.smallfordspares.co.uk

■ Ford Sidevalve Owners' Club Ltd,  
PO Box 8095, Bishop's Stortford, Herts CM23 4XZ. www.fsoc.co.uk



The van was fitted with a four-cylinder 1172cc petrol engine.

changes made to the saloon versions of the Anglia and Prefect. By the time the model had been replaced in 1961 by the 105E Anglia, a total of 196,885 of these vans had been built, a figure which comprised 139,267 5cwt models, 10,056 Standard 7cwt vans and a further 47,562 De-Luxe 7cwt vehicles.

As far as Barry's van is concerned nothing is really known about its early history other than that it was first registered in Newcastle upon Tyne on April 17, 1957. What it was used for and the details of the first owners remain a mystery, but in 1980 the Ford moved south when it was bought by Peter Annandale from Ashford in Kent. He kept the van for just over 10 years until it passed to a new owner, Christopher Read of Purfleet in Essex, in August 1992, who subsequently carried out some restoration work on the body which included a full repaint.

## Looks can be deceiving

Apparently the van remained in store in a garage for a good while before being advertised for sale at the end of 2011 and Barry arranged to buy it in January 2012 and brought it back to his home at Northfleet, Kent.

As Barry recalled: "The Ford looked to be reasonably smart, the bodywork was sound and the restoration work seemed to have dealt with all the usual rust traps. The van is the 7cwt De-Luxe version which was fitted with additional chrome trim, and all these parts and fittings were present and had cleaned up rather well. The main problem was under the bonnet it was a very different story, and although it



An early 5cwt 300E. Photo courtesy Stilltime.

looked quite smart standing on the drive it didn't actually start, and another problem was the brake master cylinder was seized solid... so it wouldn't stop either – not a good situation.

"The first job was to free up the brakes and the whole system was stripped down and thoroughly overhauled. The brake linings were in surprisingly good condition and had obviously been replaced in the not-too-distant past, but one of the rear brake cylinders was beyond any hope of repair and had to be replaced. A new master cylinder and new valves were also fitted.

"As the van had been parked up for some time, the existing cross-ply tyres had perished in places and the opportunity was taken to replace all four tyres and the spare wheel with radials. These tyres make the van a lot less 'lively' in the wet, which I think is no bad thing given current road and traffic conditions. I also managed to source a new set of hub caps to replace the originals which had been dented in a few places."

Barry said that with the running gear freed he could now have a first look at the engine which

proved to be more of a challenge than he was anticipating.

"Although it looked clean and tidy a couple of areas of rust started the alarm bells ringing and further investigation revealed two of the core plugs in the engine block had rusted through and had to be replaced," he said.

"It was just as well that I had made contact with some members of the Ford Sidevalve Owners' Club and also Small Ford Spares in Norfolk, as they proved invaluable with help, advice and sourcing the various spare parts that I would need."

## Using the grapevine

Barry removed the water pump and although he attempted to strip it down for refurbishment it proved to be in very bad condition, so a replacement was needed... sourced without too much trouble.

"Some of the parts I needed were found at autojumbles, while passing the word around the 'side-valve grapevine' also proved to be a successful way to track down the more elusive parts. The distributor was replaced and new ►



A 5cwt van showing the earlier grille.

**“I not only had the gauge to repair but also had to drain the dirty fuel and flush everything to remove all debris”**

coil and leads fitted and all the gaskets were also replaced. New radiator hoses were fitted and the heater hose replaced... although I still could not get the heater to work at all.

“The heater was removed and dismantled and I found the inside completely blocked with what can only be described as gunge which took a while to remove, but once the blockage was cleared and the unit thoroughly cleaned and refitted it worked perfectly.”

However, he was still having problems with the engine which was proving difficult to start and decided to strip the carburettor. But during the work Barry managed to break a couple of the internal parts, so sourced a replacement through a service exchange scheme.

**Fuel issue**

“I thought once that was in place the running problems would be sorted. However, the replacement carburettor seemed to make no difference. Glen, one of the members of the Sidevalve Club who lived quite close to me, offered to take a look and he brought an old carburettor with him. This was fitted and the engine fired immediately and ran satisfactorily. This proved that the fault lay with the service exchange carburettor, which was returned and my money refunded, and Glen agreed to sell me his old one which he had fitted.”

But it still wasn't plain sailing for Barry as the fuel gauge was refusing to work... however much fuel was in the tank the needle stubbornly refused to move.

“I decided to take the thing apart and in doing so managed to destroy one of the gaskets which seemed to be made of a cork-



Now in preservation, this Thames van was new to London Transport in June 1959, and carried fleet number 1096F.

like material and all the tiny pieces fell straight into the fuel tank. Now I not only had the gauge to repair but also had to completely drain the dirty fuel out of the tank and fuel system and flush everything through to make sure all the debris had been removed. The fuel filters were replaced and the gauge rebuilt but it still refused to work. The gauge is built in two sections so in desperation I managed to find an old gauge and fitted the top section into the existing gauge – result... it worked perfectly. I still don't know what is wrong with the original part but at least the gauge is working properly and I shall now leave things well alone.”

Barry finally came to his own comfort, and both the seats which were fitted in the van when he bought it were not in the best condition, in fact it would be fair to say they were rather tatty. Last year at the rally at Wrotham he'd met a chap who sold him a pair of the correct type of seats, although they were also in need of some repairs.

“My wife arranged to have both seats repaired and reupholstered as a 65<sup>th</sup> birthday present,” said Barry. “The work was carried out by Harrisons, a firm of trimmers in Hextable, and they did a very good job.”

**Odd problem**

“Since the engine was sorted out at the beginning of this year the Ford has been running fairly well, although it is still prone to the odd starting problem and I may yet fit another replacement carburettor in the future if the problems persist. Although the paintwork is reasonably tidy there are one or two marks on the roof which are beginning to become a little more obvious and if I have to carry out any repairs on the bodywork in the next year or two I shall probably arrange for the old paint to be stripped off and complete a full respray.”

“In the meantime the Ford is out and about as much as possible during the rally season and we try to attend as many of the local events as possible. Within the limitations and ‘eccentricities’ of the three-speed gearbox the van is fun to drive, although despite what the Ford marketing men said I don't think I'd have the nerve to try and get 70mph out of her.”

My thanks to Barry for providing the information and photographs about his charming little van. ■



Barry's van is a 7cwt De-Luxe, one of 47,562 such vehicles produced.

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# HERITAGE Commercials

## King of the CASTLE

Steve Woodings of Burton upon Trent taking part in the 2013 Llandudno Transport Festival in a 1950 Thornycroft Sturdy. Photo David Craggs.



This impressive bit of kit was one of several appliances brought along from the Tony Rowe Collection/Devonport Fire Museum. Built on a 1944 Austin K4 chassis, it is complete in every way and is a stand-alone reminder of a period of history no one should ever forget.

# Nutwell Court Fire & Vintage Rally, Lympstone, Devon. June 23, 2013.

This small bi-annual event involved many people with its organisation including the Devon & Somerset Fire & Rescue Service and in particular Chris Swindle. Held in the stunning grounds of Nutwell Court, you name all those popular vintage rally attendees like fairground rides, craft stalls, birds of prey and you will get a feeling of what was going on – and let's not forget all the classic vehicles.

Of course, fire appliances were in abundance but there were a good few LCVs too so here is a selection.



ABOVE: Not your normal Bedford J2, this 1963 water tender was bodied by HCB Engineering in Southampton. This appliance, along with three others, went to the Devon Fire Brigade as the size and weight suited the narrow lanes where it served. It was restored in 1982, and has since passed through the hands of several owners. It is now doing the show circuit with Keith Moore from Wellington.



ABOVE: Austin Gipsies were built in all manner of forms, and this example is seen here with fire appliance bodywork. It is owned by Terry Davey of Lynton, north Devon, and was new to Cornwall County Fire Brigade in 1958. It finally came out of service in 1985, and it was restored in 2000.



LEFT: Brian Cunningham from Totnes showed off his 1957 AEC Mercury flatbed. Bought by him in the mid 1980s and then stored, the restoration was completed in 2006.



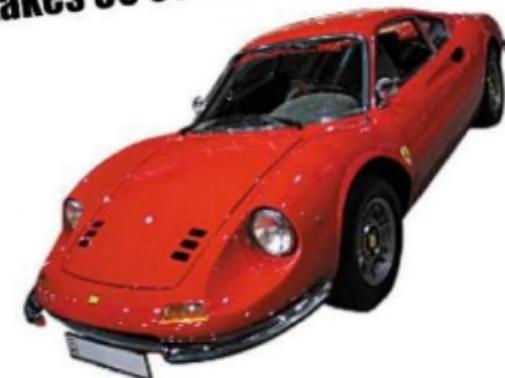
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Delivered in 1942, the Foden 100-tonner was specially designed for Wynn's. Government wartime civilian vehicle restrictions were lifted to permit its construction.



## Further info

John Wynn is the custodian of family photographic and film archives covering a century of Wynn's heavy haulage feats and equipment. Draw from these records is a variety of DVDs and copiously illustrated books. *Heritage Commercials* readers can obtain information about what is available by telephoning John Wynn direct on 01633 252480.

Left: Seen here ready for the off with a 120ton forge hammer carried on a platform trailer, the 100tonner's capacity was somewhat understated. It remained in service for nearly 20 years.

# 600 more Wynn's

Though best known for its Scammell, Pacific and Diamond T heavy haulers, as Ed Burrows records, Wynn's moved any and every kind of load – and operated a cumulative total of more than 600 trucks and tractive units representing over 50 different marques.



The Foden 100tonner as it left Sandbach before Wynn's modified the rear bodywork on either side of the crane. Two other GHT6/100s were built; it is believed one went to the Royal Navy, the other to Australia.

It would be wrong if the impression was drawn from articles in the last two issues of *Heritage Commercials* that legendary heavy haulage big hitter Wynn's only operated Scammells, Diamond Ts and Pacifics. As the fleet evolved over time, a vast range of vehicle types were acquired – and included trucks at the medium tonnage end of the scale.

While surviving Wynn's records don't identify whether the breeds of the hundreds of heavy draft horses the business employed over the years were Shires, Clydesdales or Suffolk Punches, steam powered and internal combustion engined vehicles are a different matter. Between 1905 and 1978, Wynn's took delivery of just over 600 commercial vehicles built by 52 makes. These totals exclude light vans, personnel carriers, mobile cranes, agricultural-type tractors and Caterpillars used for the extraction of timber.

Commenting on the exceptional variety of vehicles used by the company, John Wynn,



Rare colour film footage featured on Wynn's Archive DVD Volume 1 includes a lift for which the Foden hauled a trailer running on front and rear two-axle solid-tyred bogies.



One of three Bedford TM 6x4s, with 380bhp Detroit, operated on a sugar refinery construction contract in Sudan under which Wynn's moved 3000 tons of plant and equipment. The delivery run was 1000 miles, mostly crossing desert.

director of the family concern – which in its present form specialises in waterborne indivisible load transportation – says: "In terms of fame, Wynn's reputation was made by Pacifics, Scammells and Diamond Ts. But indivisible load contracts don't necessarily come along every week. The best businesses endeavour to maintain baseline revenue to balance out the peaks and troughs. That was very much the Wynn's way. Beneath the glamour of the big tractive units, our range of operations included local general haulage work in South Wales, trunk haulage, a fleet of tippers for land reclamation contracts, bulk tankers, round timber haulage and, integral to moving heavy plant and equipment, the jobs of lifting, placement and installation on site.

"The engineers at our main depot in Newport could turn their hands to anything. And of course that side of the operation was a progression from the blacksmiths, cartwrights and wheelwrights that were essential to the hosedrawn era. We had a high degree of self-sufficiency. In the early days of steam and motorised transport of course, that was a given for any haulage business. Dealerships with service departments scarcely existed."

John Wynn continues: "The business was taken over by United Transport in 1964 – but the Wynn's remained at the helm. And



In 1921, Wynn's acquired the lead 5ton rated Garrett (weight, 7 tons), and the 5ton rated Fowler (weight, 12 tons) that Percy Wynn worked on as a Fowlers apprentice.

development benefited from an open cheque book. The result was accelerated fleet growth, with the Scammell Contractors at the pinnacle. Throughout the preceding century though, the philosophy had always been to plough back profits and run tight. Where vehicles were concerned, the attitude was: 'go for value', which more often than not meant buying used vehicles. And to a large extent, the mechanical state was not necessarily the primary concern

– the craftsmen in our workshops could fix or build anything. And that of course is how the Pacifics came about. The rest of the industry regarded them as scrap – too big and heavy by half. But with the Diamond Ts, they were the making of Wynn's at a time when new plant for electricity generating stations and chemical, petroleum and other industrial processing was reaching weights of hundreds of tons. ➤

## Mix and match

"As to the proliferation of marques, Wynns was the expert at matching vehicles to particular tasks – horses for courses. A diverse mix able to handle whatever came along was the inevitable consequence. Maintenance was in-house, so that wasn't a significant obstacle – and life extension was the norm for the engineering shops."

It is perhaps surprising that Wynns never built a complete vehicle. The firm did a lot of its own trailer fabrication and modification, and when it comes to tractive units, came close with the Pacifics, which were progressively re-worked during their operating lives – including being re-engined, and re-cabbed (which produced a considerable reduction in weight over the original-fit armour). And although much of the fabrication was from chalk markings on the floor rather than emanating from a drawing office, the joiners and metalworkers readily turned their hands to coachbuilding. And Wynns engineers certainly had an eye for a line.



A restored Garrett traction engine – more correctly termed 'road locomotive' – of which Wynns had three, together with three Garratt four-wheel steam wagons and a pair of six-wheelers.

Foden registration number DW4040 was an arctic tractor obtained in 1925. Its design incorporated Foden's time-honoured overtype boiler arrangement.



Above: Acquired by Wynns in 1922, this Albion A10 weighed just under 2.4tons unladen and carried 3-4tons. Power was a 32bhp four cylinder. 6000 were built during the First World War.

Left: Sentinels accounted for half the 44 steamers Wynns operated over the years. This arctic, with Sentinel's characteristic undertype configuration, was purchased in 1929.



Wynns obtained two Mighty Antars and a Crane trailer for the Snowy Mountains civil engineering project in Australia and were also contracted to train the Aussie crew.



Ex-US Army Ward La France M1A1 wreckers proved extremely versatile. The example here is giving a helping heave to the Foden 100tonner and one of Wynns unique Pacifics.

The Pacifics are textbook examples of the 'if it looks right, it is right' dictum. Equally, the lines betray respect for the work of others. The roofline has a close resemblance to the 100 tonner specially built for Wynns by Foden during the Second World War. And the distinctive rounded contours of the front panels were obviously inspired by ex-military FWDs, of which Wynns had several. Compared to the products of the British truck manufacturing industry, the curvaceous styling of Wynns' Pacifics was a generation ahead of its time.

At the beginning of the 20th century, Wynns was solely reliant on equine muscle – it stabled as many as 200 horses. The first mechanical power appeared in 1905, when two steam traction engines were acquired, a Burrell and a Wallis-Stevens. A second Burrell was added in 1906, followed by a Garrett in 1910. These elephantine beasts were joined by a Foden and an Aveling-Porter steam wagon in 1914, the year the First World War began. A 5-ton Fowler traction engine was added in 1921. By coincidence, Percy Wynns, whose engineering talents well and truly got the business firing on all cylinders, had actually helped build this particular engine during his apprenticeship at Fowler's in Leeds.

In all, between 1905 and 1948, Wynns took delivery of 44 traction engines, steam powered timber tractors and four- and six-wheel wagons built by Garrett, Foden and Sentinel – and a Sentinel and a Foden arctic tractor. Sentinel actually accounted for half of Wynns steam powered vehicles, many of which were six-wheel tippers. Surprisingly, the fleet's last ever steamer, a Sentinel tar lorry, was not added until 1948, three years after the Second World War ended – and a year after the first Diamond T. That may seem perverse, but steam coal was abundant, and there was an elegant logic in using steam for both motive power and keeping the tar molten.

## Internal combustion

Wynns' first truck was a two tons unladen, 25bhp Palladium purchased in 1916. Up to the late 1940s, other makes of truck represented by between one and four examples were Albion,

Austin, BMC, Crossley, Daimler, Dennis, Douglas, Fiat, Garner, Karrier, Maudslay, Morris, Pagefield, Pierce Arrow and Tyler. For the timber side of the business, two Latils were purchased in 1937 and four Unipowers during the war.

Thirteen different makes of truck and tractive unit were each represented by between half a dozen and 18 vehicles. Six Peerless reconditioned war surplus trucks were added in the first half of the 1920s. A Chevrolet drawbar tractor was purchased in 1927, two six-wheelers followed in 1933 and, after the Second World War, several ex-Army Canadian Military Pattern Chevrolets, again for timber work. Pre-war and postwar light/medium truck acquisitions comprised 15 Fords and Fordsons, nine Leylands, eight Commers, seven Dodges and half a dozen ex-Army Thornycroft Nubian 4x4s. ➤



Douglas AEC Matador 4x4 timber tractor conversions like this restored example were often re-engined with a 125bhp, 9.6 litre AEC diesel. At 12tons gross, they could climb a 1-in-2 gradient.



In the Second World War, US-built FWD SU-COE short-wheelbase 4x4 5-6tonners were supplied to the British Army. War-surplus FWDs were used by Wynns for timber hauling and in more general roles.



Canadian Ford and Chevrolet factories collectively built 410,000 CMP trucks during the Second World War. Fifth-wheel tractor variants were Fords; this Chevrolet with pole trailer was probably a Wynns' conversion.

Wynns also operated three war-surplus Thornycroft Amazon mobile cranes. At the other end of the scale, in 1953, two Thornycroft Mighty Antar ballast tractors were obtained on behalf of the Snowy Mountains Hydroelectric Scheme and shipped to Australia.



A Commer 10-12ton tractive unit (left) powered by the ingenious and compact 105bhp 3.26 litre, opposed-piston supercharged TS3 2-stroke and (right) a Guy Otter.



Tipplers working on a land reclamation project in the early 1960s are, left to right, a Guy Otter, a BMC (behind the light bulldozer) and a Ford Thames Trader.

"The Snowy Mountains project is one of the biggest irrigation schemes ever undertaken," says John Wynns. "It involved reversing the flow of the Snowy River – instead of eastwards and into the Pacific, westwards to Australia's parched interior, where it joined to two other rivers. It was a truly massive feat of civil engineering, entailing the construction of 16 dams and seven underground power stations and involving almost 100 miles of tunnels blasted through solid rock. Fundamental to the project was the need for a heavy haulage outfit with a lift capacity of around 120 tons. For advice, the prime contractor turned to the Road Haulage Association in London. The RHA put them in contact with Wynns.

"The first requirement was a suitable trailer. Not long before, Wynns had put a new 16-wheeler hydraulic suspension trailer in service, built for us by Cranes of Dereham. We knew it would be ideal, recommended it to the Australians – and they placed an order with Cranes. We recommended Scammell Constructors – although did not run these

ourselves. We of course had our big Pacifics. The Aussies bought a pair of Mighty Antars powered by the compression-ignition version of the Rover Meteorite V8. The trailer and Antars were delivered to Wynns – we were contracted to organise testing and to familiarise drivers sent over from Australia. Driving the Antars demanded mastery of the art of split-changing – the transmission was a 12-speed main box and auxiliary combination. The Aussie drivers were apprehensive, but eventually got the hang of it. Our men were not overly impressed by the Antars. But would you expect otherwise? They were no match for our Pacifics."

### Seddon and Swedes

Acquired during the years 1965-75 were 18 Atkinson two axle Borderer 32 tonners and three axle Venturer heavy haulage tractive units. 13 Seddons were added over a similar period, topped off by two Seddon-Atkinsons in 1976. Of a total of 15 ERF artic tractors, three were obtained in 1941 under special wartime Ministry of Transport licence and 12 over the period 1976-78 for sub-contract work. The purchase of a three-axle Scania tractor and a game-changing Volvo F89 was a sign of the times.

Foden was another of the makes of which Wynns operated a relatively small number – but one in particular was pivotal. "During the Second World War, there was an almost total restriction imposed on the purchase of new trucks for civilian use," John Wynns explains. "To start with, we managed to get two Foden tractors for timber hauling, thanks to special Government dispensation in 1941-42. Timber was just as vital to the war effort as steel.

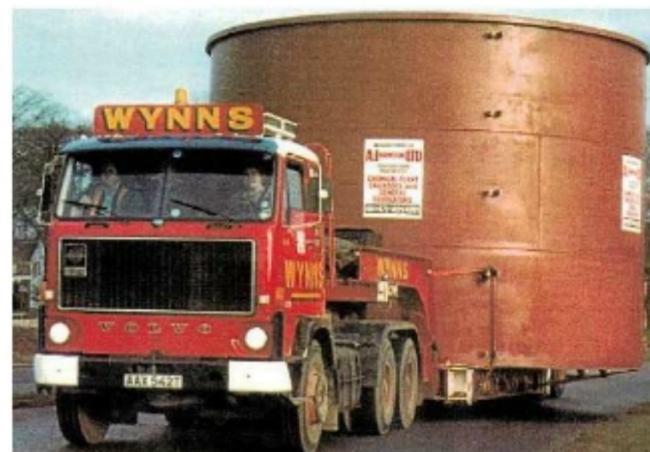
"Another vital national transport priority involved delivering heavy machinery and equipment to expand output in factories



An extremely rare beast indeed, a bonneted Guy Invincible 6x4 tractor, from the Big J range, acquired thanks to a cancelled export order by Wynns through its dealership link.



One of two Atkinson Venturer 6x4 tractors acquired in the early 1970s; the engine is a 240bhp Gardner 8LXB. Wynns also operated two axle Atkinson Borderer 32tonners with the same cab.



Wynns added a Volvo F89 in 1976. Perhaps more than any other truck, the F89 exposed the lack of product planning foresight of British truck manufacturers.



At one stage, Wynns had over 200 heavy horses and its own farm, where they grazed at weekends. For some jobs, horsedrawn carts were used until the late 1930s.



Four Garners flanked by Sentinel steamers. Garner ceased building commercials in 1941. Its final lineup offered Austin, Perkins, Meadows and even US Waukesha and Buda engines.

engaged in war material production. For hauling the biggest and heaviest items of plant and machinery, suitable tractive units were in short supply. As a result, in 1942 the Ministry of Transport granted Wynns a licence to acquire a special six-wheeler heavy haulage drawbar ballast tractor from Foden, the GHT6/100. This was exceptional – and indicative of both Wynns' standing in the industry and the imperative nature of the need. The machinery it moved was vital for wartime output of ships, armaments, engines and the like. The GHT6/100 was designed by Foden for Wynns and could pull 100 tons. It was teamed with solid-tyred platform and front-and rear bogie

trailers. It remained on the active strength for 20 years. As well as the Wynns 100-tonner, Foden evidently built two others. My understanding is that one went to the Royal Navy and the other to Australia.

"The Foden 100 tonner had a special high-roof version of Foden's S10 cab. The engine was a Gardner 6LW. With only 102bhp, the power output relative to the rated maximum operating gross was only one horse per ton. Then again, it was built in wartime, Gardner never did join the horsepower race – but of course even for ordinary heavies, the speed limit at the time was 20mph." Remarkably, Wynns' Foden GHT6/100 was still on the

strength until the early 1960s – a service life of 20 years. The other Fodens were ex-War Department six-wheel flat trucks, a two axle artic and an eight-wheeler tanker, which in 1961 was Wynns' last Foden acquisition.

Over 30 AECs were on the books at various times. Of these, 11 were trucks acquired in the 1920s and 1930s. Two 7.5-ton Monarchs were purchased in the early postwar years, followed by five Mammoth Major three axle tractors, the last in 1969. The other AECs were ex-Army Matador 4x4 medium artillery tractors used for timber extraction and other roles – at least one of which was actually a Douglas-badged conversion. ➤



One of a number of 32ton gross combination weight B Series ERFs operated by Wynns on bulk haulage contracting. The twin tip-discharge tanks are noteworthy.

The prize for the most numerous make goes to Bedford, with a cumulative total of just over 100 trucks. The first was obtained in 1931 – the year General Motors' UK assembly operation revised its Chevrolet two tonners and introduced the Bedford badge. Five ton tippers joined the fleet in the late 1930s, followed by a succession of tippers and OXC tractor units – with Scammell trailers obtained under special wartime dispensation. O series, 'Big Bedford', TK, KM and MK medium trucks followed during the course of the postwar decades. Topping the list were three 380bhp Detroit Diesel engined TM 6x4 tractors that performed heroically in Sudan on a contract involving transits over hundreds of miles of desert tracks.

### Guy dealership

The next biggest make in terms of numbers was Guy, accounting for 73 vehicles. This was largely as a consequence of Wynns becoming the main dealer for South Wales in 1959. The dealership was operated through a subsidiary company, Crindau Garages Limited. The Wynn's fleet mix included the forward control Otter and, later, following the acquisition in 1961 of Guy by Jaguar, Big J series Invincible models – two and three axle tractors and 24tons gross eight-wheeler flatbeds and bulk tankers. Guy's Big J range was introduced in 1964. Engines were Cummins, until the choice was widened following the takeover by Leyland in 1968. The Wynn's Big J fleet also included an impressive bonneted 6x4 derivative built for a cancelled export order.

Alongside Pacifics and Diamond Ts, Wynns operated US-built ex-Second World War Ward La France M1A1 heavy wreckers – and a Federal wrecker – together with a dozen 5-6ton FWD SU-COE 4x4s with Cummins power, chiefly used for timber hauling. The last of eight Ward La France wreckers was not acquired until nearly 20 years after the Second World War, which gives an idea of how well regarded they were.

John Wynn's eyes light up at the mention of Ward La France. "It could do it all," he says. A 5ton Gar Wood crane, a 17.5ton rear winch, a 10ton front winch and the front axle could be



From old colour film footage, a Ward La France wrecker, a John Wynn favourite, hauls an electricity transmission unit up a dirt track on the side of a Welsh Valley in winter.



This AEC Mammoth Major 6x4 tractor was acquired in 1969. Note the unusual extended 'Ergomatic' Leyland Group cab. The engine was a 247bhp V8 diesel. It could operate as an artic (up to 56tons gross), or as a ballast tractor.



At Wynns' helm now is fifth-generation family member Peter, John's youngest son. The Terra Marique operates as a ro-ro, or the hold can be flooded and a barge floated in.

disengaged. We replaced their thirsty Continental petrol engines with 5LW and 6LW Gardners. The M1A1s were particularly versatile. As well as recovery, from time to time they were enlisted as pushers and even lead tractors, and were invaluable on off-road contracts – which sometimes involved moving

electric power transmission equipment to remote sites in poor ground conditions in winter. Ward La Frances were outstanding."

Today, although Wynns is no longer involved in road transport, the name lives on in Robert Wynn & Sons' two heavy lift vessels that work on contracts in the UK and around Europe. ■



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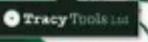
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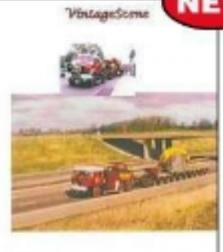
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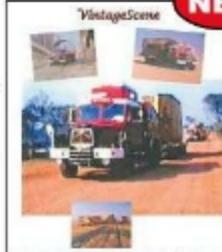
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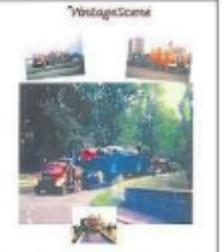
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Running time T.B.A.  
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Ayrshire Run 2013

NEW

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The Cheshire Run 2013

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December 2013 61

# Two-stroke HEAVEN is a place in NORFOLK

David Craggs tells the story of haulier and classic vehicle restorer Bernie Bailey.



Bernie Bailey has worked in transport all his life.



Bernie's dad's Dodge that was used to transport bombs during the war. The lady is Bernie's step-mother.

**B**ack in May, while enjoying our annual pilgrimage to Llandudno for the Ricketts family's Transport Festival, we were confronted by Bernie Bailey's evocative TS3 powered livestock bodied lorry. The years just seemed to roll away as I was transported back to my agricultural roots by Bernie's re-creation of a true transport icon.

Following the Bailey family's Welsh excursion, they were heading for lorry and steam events all over the UK until August. On that basis, I arranged to meet Bernie at the family home set in typical Norfolk countryside, twixt Watton and Attleborough. Not only was I mightily impressed by the immaculate

selection of restored transport bygones Bernie had acquired over the years, but by the clean and well-organised commercial vehicle repair and MoT prep' and transport facility housed in an adjacent yard. It is operated jointly by Bernie's sons Dean and Neil Bailey – anyone requiring their expertise should give them a try.

Then it was into the house for a very welcome coffee where Bernie's charming wife of some 48 years, Gwen was child-minding granddaughter Ellie. Suitably watered, we set off in the screaming cattle float to take photographs in a farm setting on the mixed livestock and arable farm belonging to the Hall family. Son Brendan kindly rounded up some

young bullocks that treated the Commer with a mixture of curiosity and apprehension – thanks go to everyone involved. Over lunch I learnt of Bernie's working life and his many restorations.

## THE MAN

Bernard 'Bernie' Bailey was born and bred in Norfolk and became embroiled in lorries and agriculture from an early age alongside his late father George Bailey. George ran a smallholding combining it with transport when he started carting bombs around the county using a petrol-powered Dodge during the Second World War. On cessation of hostilities, he put the Dodge to work transporting timber

and agricultural products, all the time being shadowed by young Bernie whenever possible – the die was cast.

Never one to be workshy, on leaving school Bernie became a farm labourer/tractor driver, in addition to helping out on the family smallholding during evenings and weekends. When 21 years old, against the odds, Bernie took his first driving job with CS Pegg piloting a 29 seater Duple bodied Bedford bus, in which he passed his driving test. He remembers Saturday nights being a bit of a challenge as his passengers became more 'sociable' with every pub they visited with some being forced to use the Bedford as a

mobile 'facility' out of necessity. Following the weekends 'festivities', a thorough 'swill out' was called for before the school runs commenced the following week.

He stayed at Peggs for about 18 months before starting lorry driving in an ex-Tower Bedding of Grimsby, furniture van bodied Thames Trader 4D for Noel D Able – hence he now owns an immaculate restored example. He reckons he covered more miles humping furniture around than he did actually driving. Eighteen months later, he packed the removals game in and moved to Foulgers based in Quidenham. At Foulgers he drove a Commer two-stroke cattle truck which inspired him to

perfectly replicate it many years later. Although he only stayed with Foulgers for about a year, he enjoyed both working with livestock and driving the 'stroker' which punched well above its weight. Looking back, Bernie spoke highly of their yard foreman, the late George Germany, who always had time and invaluable advice for the younger drivers – a true gent.

When I asked if he had encountered animals that didn't want to co-operate with him when loading/unloading them? He grinned as he recalled loading up six 'big ole' bullocks on to his Commer one Saturday morning, with one particular animal to be dropped off first before the remainder were off-loaded at another abattoir. On arrival at his first drop and because it was the weekend and weekend time was precious, he thought that rather than taking them all off – singling out the required one, then setting about re-loading the remainder, he decided to climb in through one gate, shut it, climb across the backs of the bucking mini-herd before eventually mounting the required beast, which by this time had become seriously frisky. Eventually he persuaded the said animal to the back gate where man and bullock parted company, with both making a speedy exit, job done. For those of us that have never driven a loaded livestock lorry, here's a cautionary tale Bernie remembered about taking a load of pigs from Norwich market bound for London. As Bernie and his pigs headed down the old A11 (no dual carriageways in those days), they arrived at a reasonably tight off-cambered right-hander which sent Bernie's squealing load on to the left-hand side of the Commer resulting in all of the lorry's off-side wheels leaving the ground and a roll-over was imminent. Fortunately for man and pigs, the road was clear and Bernie was able to steer enough to the left for the pigs to return to their former position and the Commer's wheels to return to terra firma – Bernie reckons that all lorry drivers should take an additional test in either a cattle truck, an un-baffled tanker or a reefer complete with hang sides of beef. Now that would sort out the drivers from the aimers.

From Foulgers, Bernie went to drive a BMC four wheeler for Roudham Transport where, in addition to driving, he spent time in the



Bernie's cattle lorry as found - together with how it looks today.



Bernie's Volvo F88 and reefer captured when he was a 'subbie' for Tom Manning.



Gwen Bailey with one of nine new Ford Transcontinentals Bailey Transport operated at one time.



ABOVE & LEFT: This 1956 Commer (PVB 99) which had been new to Hall & Co of Sussex was fabulously restored by Bernie using reg number CSV 268.

workshops which was to prove invaluable in his later life. It wasn't long before he was allocated a new BMC rigid - DVF 409C on the basis that he was 'a bit of a tear-arse' and would get the best out of it. With it he hauled pit props to Wales, stock feed potatoes to Cornwall etc. After some time, Roudham's sold out to Welch's and after the dust had settled, two of the Ford D1000s were left parked up in Roudham's yard. Bernie's dad decided that his son ought to be running his own lorry, so to that end in 1971, he paid £550 and bought him JJE 881F - one of the two remaining Roudham Cummins V8 powered, Ford D1000 (fast but thirsty). After Bernie had given the Ford the 'once over' and tidied her up, he started carrying agricultural produce before specialising in hauling short pit props to the northern collieries and back-

loading with slabs. He then bought a TS3 engined 'C' Range 13 ton tipper lorry for his dad to drive out of Atlas Aggregates, followed by an ERF artic outfit for his step-brother, the late Roy Hensley, to move pit-props with - Baileys Transport was coming to life.

Bernie had married Gwen in 1965, which has proved to be one of the best moves he's ever made, as she quickly assumed the admin role in addition to bringing up the family.

Eventually the ERF was pensioned off as no one wanted to drive it anymore, and was replaced by a used F88 Volvo (ETR 373L) from owner-driver Sam 'Columbo' Bartrum. It was put on fridge work sub-contracting to the late Tom Manning of Attleborough. After recurring and irritating head gasket problems, it was re-engined and the '240' eight-speed F88

performed as it should do and proved to be the catalyst for that style of haulage, as Bernie took to refrigerated transport in a big way. He sub-contracted to DMT of Thetford, eventually running nine new and used Ford Transcontinentals and his own reefers Europe-wide. He later sourced some good work running frozen produce out of Birds Eye, Great Yarmouth, for Frigo Scandia and the outlook appeared rosy. It was during the 'Transcontinental' days that Bernie decided to dip his toe into the Middle East waters and set sail for Basra in Iraq loaded with water pipes from Polypipe's works at Doncaster in an ex-demo 'Transcon' tractor unit (RNO 725W) he'd bought from Newham Motors (off the A13). He remembers being back-loaded with Formica and picking up £5200 for the round trip which

took him five weeks and two days - too long for too little and never to be repeated!

The reefer fleet was running profitably, as was the commercial vehicle repair workshops, so with confidence high, the Baileys placed an order for eight new 450bhp V8 Scania 143 Top Line tractor units and 10 new 26 pallet tri-axle Crane Fruehauf reefers. As anyone who has run lorries for a living knows, the highs are high and the lows can be incredibly low and because haulage is a service industry, decisions taken by customers can often have a profound effect on your future. Unfortunately, this was the case for Bernie and Gwen when Birds Eye closed its Great Yarmouth plant and Frigo's 'subbie' work was moved to King's Lynn. The difference in operating out of Lynn was immediate and largely unprofitable which led Bernie to put in for a rate increase of some £100 per load which was rejected out of hand - it was serious decision time.

That time came on Friday, August 13, 1999, when they bravely decided that as good as the Scania and CF reefers were, with rates tumbling and fuel and drivers wages going through the roof, things had to change dramatically if Baileys Transport was to survive in one form or another. To that end, the firm took sound and helpful accounting advice and put the selling of the units in the hands of Trevor Smith Commercials and the moving of the reefers with Malcolm Harrison. Because both the trucks and reefers were 'state of the art' and in tip-top condition, the two professional dealers found little difficulty finding new homes for them. The Baileys retained the odd unit and trailer, paid all creditors in full, while the repair and MoT 'prep' business, which by that time had a glowing reputation, became their main source of income, as it is to this very day. The Baileys are hard-working and indeed honourable people.

#### THE RESTORATIONS:

The first restoration Bernie undertook was to PAH 602W - a 1980 Ford Transcontinental which he'd purchased new and retained when he sold off the modern fleet. It had been used for local haulage jobs, running trailers to the Test Centre and yard shunting before being laid up prior to the decision that a refurb' was in order. Although mechanically 'sound', the cab left a bit to be desired and when Bernie heard of a brand new cab that was up for grabs, he didn't hesitate and the big Ford was restored to its former glory some 10 years ago.

The next lorry to get the Bailey treatment is one bought for him by the whole family as a 65th birthday present. He was offered the choice of a lorry, a party, or a trip on the Orient Express - he chose the Commer and a suitable one to 'do up' was found. Gwen and the boys advertised in the commercial press and came up with a 1956 version (CSV 268) which had



The Commer that Bernie drove for Foulgers in 1963/64. This inspired his superb replica.



Bernie and son Dean posing with his first lorry, an ex-Roudham Transport D1000.

Seven of eight new Scania Bernie bought in 1985.





Bernie kept hold of Ford Transcontinental PAH 602W when he sold off the rest of his fleet.



How lucky can you get? Bernie won this superb Matchless in a raffle.



This 1968 Commer Maxiload could be yours. Give Bernie a call if you need a classic stroker.

been new to Hall & Co of Sussex but was then in the ownership of Vic Harvey of Hurstpierpoint, though the original registration number had unfortunately lapsed. A deal was struck with Vic and the lorry came to Norfolk and was lovingly restored and re-bodied with a 13ft timber body mounted on Telehoist underfloor tipping gear. Having sourced many of the panels and parts from autojumbles and with the invaluable help of ex-Crane Fruehauf man Johnny Neal, on the body-building side, the restoration swung into action. The driveline, brakes and electrics were given a total rebuild, however the gearbox was changed for a four speed plus overdrive version, with final drive coming from a high speed diff, which completely transformed the little tractor's cruising capability. She was then rallied nationwide including a run to John o' Groats - what a little cracker.

The Foulger liveried 1959 Commer two-stroke (NTL 574) was next in line having been purchased in 2010 as an 18ft farm tipper from a Mr Clarke located in the Bourne, Lincolnshire area, and was in 'ex-farm' condition and in a sorry state. It was originally restored as a flatbed lorry by Bernie with help from Chris Clarke and welder Alex. Basically the rolling chassis was sound with the exception of rust which was attended to, before the entire lorry and was given a deep service with new parts

used where needed - the brakes were given a complete overhaul. Again the transmission was upgraded with a six speed overdrive box from a Maxiload complete with a matching high speed final drive, giving the 'grey flyer' a comfortable relaxed 60mph cruising speed! While on holiday in County Wexford, Southern Ireland, it was suggested that Michael Tooley could replicate the Foulger cattle box which could then be dropped on to Bernie's timber-framed flatbed body - this he did, and the combined efforts of all four men can be admired on these pages. For me it's a case of 'less is more' when it comes to painting and signwriting - what a beauty.

Six years ago, yet another two-stroke joined the Bailey fleet in the form of a 1968 flat bodied Commer Maxiload (URR 435G) acquired from John Morris of the Hinckley area. Bernie re-engineered it with an ex-Charrington motor. The blower was a bit suspect so it was replaced with a new unit. Having been repainted and re-bodied it's a fantastic lorry inside and out and could be yours, subject to the depth of your pockets of course.

Bernie heard of his next purchase at a steam event at Kelsall - a nice Thames Trader that was available on eBay and was certainly worth a look. Bernie enlisted the help of his daughter-in-law Kate to do the business on her computer and get bidding. The upshot was

that it was bought from Oscar Clarke down in Kent, and brought back into Norfolk where it was first registered. Although it had been restored previously, it was in need of some re-commissioning, but it was soon brought back to show condition by Bernie's good friend and ex-carpenter, John Mitchell attending to the body and Jason of C&S Body Repairers from Norwich making the cab like new again. Again a deep service rounded off the restoration.

I was delighted to find that Bernie shares my love of classic motor bikes and old farm tractors. He owns a 1948 Fordson E27A and a 1961 Ford Super Major - both tractors are in immaculate condition. His brace of lovely old bikes both come from the AMC stable - a 1960 AJS 650 model 31 twin tourer and a 1961 Matchless 650 CSR sports twin. Although Bernie admits to paying 'full plenty' for the AJS, the Matchless cost him all of five quid. He won it in a 'Jampot' Club raffle - I've already offered him a profit on it but to my surprise, he's turned me down.

Every now and again, you meet like-minded people that you 'gel' with instantly, and time in their company just seems to fly by - Bernie, Gwen and their family are just such people - the pleasure was all mine, thanks again.

### Contact

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## This month

This month's theme is recovery vehicles. Being a mechanic, I recall all kinds of recovery vehicles used by the firms I worked for, including modified American Fords and Dodges, a Commer Superpoise, ERF B Series, Ford D and A Series, and several Land Rovers.

In recovery, every job is totally unique, and those in the industry have often made some really innovative recovery vehicles to cope.

So here are just a few I found in the NA3T archives. However, as usual, we have very little information with them so if you can help fill in the gaps please email me or write to the address on page 71.

1 This photo was taken in July 1964 and shows the Morris-Commercial recovery lorry used by Drakes Broughton Service Station in Worcestershire. The radiator mascot appears to be a Sphinx from an Armstrong Siddley car. NA3T photo JM12130.



1

2 Drakes Broughton again, but this is April 29, 1963. I don't know if this breaker's yard was connected to the garage in the first picture, but I doubt it. To operate two lorries on recovery would be unusual in the same village at the time. I'd think this Austin was probably just used for bringing in 'dead' vehicles, so to speak. Did it, or the Ford 7V, survive? NA3T photo JM12083.



2

3 Here's an example of what I mean about innovative thinking! This is believed to be a 1930 Packard 740 Roadster car converted into a recovery vehicle. We've no real information apart from the fact that it was used by a garage in Bayswater in the 1950s/60s. NA3T photo VS02276.



3

4 'If only everything in life was as reliable as a Volkswagen!' Well maybe not this LT40, as it's needing the help of 'Sir James', a 1982 Mercedes-Benz LP608 Crewcab. We've no date for the photo, but we do know the location is South Mimms. 'Oh Lord, won't you buy me a Mercedes-Benz' NA3T photo JLC00024-1.



4

5 Clapham on September 28, 1974, and here's another example of innovation. An AEC Mammoth Major, I presume, was the base, but it's been well chopped about. And given the way people make their own recovery vehicles, it could contain parts from 100 different makes for all I know! NA3T photo VS01125.



5

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6 An Arlington's Recovery Ergo-cabbed AEC bringing in a Randall's (Plaxton-bodied?) coach that's presumably had an accident. This is near London's Marble Arch in May 1973. NA3T photo VS01120.



8

7 A modified Sparshatts Leyland Octopus photographed in Woolwich in July 1972 towing in a broken down Leyland Mastiff. Note the trade plates - recovery vehicles could run on them for many years until the law changed. NA3T photo VS01588.



7

8 To make up for the previous broken Mastiff, here's a Dove Group (Croydon) example recovering a Leyland FG-based van at Hyde Park Corner in 1973. NA3T photo VS01589.



9

9 We've no date or location for this Normand Ltd AEC towing in a stricken Lyons Morris van. The address on the lorry says 'Park Royal NW10' and it's passing a pub called the Coach and Horses. There must be hundreds of pubs in London called that, but that's all we've got to go on. NA3T photo VS00846.



10

10 Stuarts Commercial Ltd is still going strong, and here are a couple of the recovery vehicles it used back in February 1981. The lorry showing its abilities is a Volvo F12, while the VW van reminds us that some people did work these in the past - they weren't all for 'surf dudes'! NA3T photo JS00413-13.

## Feedback

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...

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tel: 01507 529439  
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# Brick by brick

Dave Bowers goes to see a classic ERF that although bought as a restoration project ended up back at work for its keeper.

House bricks have played a recurrent theme in John Buxton's life, as he started out as a bricklayer after leaving school. After a subsequent career in road haulage, he ran a building materials supply company with his brother Louis. The connection with house bricks then continued, with the delivery of what must be hundreds of thousands over the years by various lorry types – vehicles just like this crane equipped ERF A-Series, chassis number 28698

"My first vehicle was an Austin Devon van that I used for going to work in my bricklaying days," said John. "But then I went and bought an O-Type Bedford tipper to carry loads of bricks for my own use. However, as that had a petrol engine, it only lasted a week after I got fed up having to spend so much filling the tank. So I then bought an O-Type flatbed with a Perkins P6 diesel engine which was more economical."

It may have had better economy but its load capacity wasn't up to John's new job when, after putting his bricklaying trowel and mortar board aside, he got involved with the construction work to extend the M6 motorway from Preston to Carnforth in Lancashire. "They were stuck for wagons to take rock out of a quarry for the motorway, so I added a set of 'greedy boards' to the O-Type," John recalled. "I was based in Longridge in those days, and although it was only a five-ton truck, I was soon carrying eight to eight and a half tons. Although this meant the Bedford's brakes couldn't stop it, but would only slow it down."

Pretty soon, John's brother Louis was also in on the act, which paid good money, and he took over the Bedford. John then drove some of the quarry's own vehicles in a fast moving environment that may well call to mind the famous Hell Drivers film of the late Fifties. "The quarry owned a pair of Maudslay Moguls, a

Mark 1 and a Mark 2, also a four-wheeler Foden, all powered by Gardner engines," said John. "I drove the two Moguls, and I would arrive at the quarry and one of these tippers would be already sitting there loaded up while I dropped off the empty one. And after making a delivery on site and returning to the quarry, the other Mogul would be ready and waiting fully reloaded on the weighbridge with a delivery note on the seat for a fast turnaround."

### Expansion

Recognising a business opportunity, the sight of the overloaded Bedford struggling along soon caught the eye of the late John Murphy whenever it went by his garage on Deepdale Mill Street in Preston. "This little wagon would be swinging along under such a heavy load," said John. "So he invited me to take look at a Bedford S-Type tipper in his yard, which I then swapped for the O-Series plus £80. The S-Type had the Leyland 95 engine, as fitted to the Comet, and an Eaton two-speed axle, so it would really fly, 65-70mph in those days."

Fitting greedy boards to carry 10½ to 11 tons no doubt slowed the S-Type down a bit, but John was suitably impressed, and another S-Type Bedford was bought, which had a Perkins R6 engine which soon lived up to its poor reputation for starting as well as emitting clouds of unburned diesel from the exhaust.

"Every night we would attach a chain between the back of the first Bedford S-type to tow-start the one with the Perkins R6 engine," said John. "Once started in the morning and warmed up, it could be stopped and started for the rest of the day."

However, this lorry's card had been marked, and it was then swapped for the first of a number of Thames Traders, one of these being a long wheelbase tipper version, ex-DJ Ryans of Longridge. ▶



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Main picture: Very few A Series rigids were built, as most were tractor units.



John Buxton has had a varied career, starting as a bricklayer before moving into haulage and then building supplies.



A diff lock is a useful bit of kit when you're on a muddy site.

A Leyland Octopus eight-wheeler was eventually bought to replace the second Bedford S-Type.

As the short term 'B' licences that these lorries had been running on were ultimately withdrawn, John was pleased as punch when an application for four new 'B' licences was successful for the three Traders and the Octopus during the late Sixties; particularly as the issue of the licences occurred at a time when demand was falling as motorway work in the North West was drawing to a close.

Once the motorway was completed, John was delighted when the radius of the licences he held was extended from 15 to 30 miles from Longridge, allowing for loads to be collected from the Holme Park quarry near Carnforth.

Speed and a fast turnaround were the key to maximising profits on piecework rates. However, the hazards of the job were clearly apparent one day when John noticed a driver attending to the chassis of a lorry while the fully laden body was raised carrying several tons of rock. This was an accident waiting to happen - as evidenced by flashing ambulance lights and a grisly scene when John made the return journey...

### Tales of the past

A lighter recollection of John's motorway days concerned a young Irish driver who bought a Thames Trader tipper on hire purchase, but then fell behind with the payments. John noticed that some dumping activity was taking place at the wrong time of day, and shortly afterwards that tipper wagon wasn't to be seen on site again. It appears it may have been an insurance swindle to pay off the outstanding loan.

Work was then found building the new Barrowford bypass. This was when the Bedford S-Types were still in service, which involved delivering roadstone from Accrington quarry. On one occasion, the Bedford's gearbox broke on a hill at Higham near Burnley, so John found a phone box and called his dad, who then set off in his Standard 10 carrying the entire contents of a disassembled gearbox as a source of spares. "In the meantime, I detached the propshaft and then I wrestled the gearbox to the ground using a rope while standing between the cab and the tipper body. I then stripped down the gearbox and replaced the bottom gear after my dad arrived, and then managed to wriggle the gearbox back into position, and away I went again."

John demonstrates the three tonne Atlas crane.



It would be nice to think that everyone you encounter in work settings is a mate who would never let you down, but this sadly is not true. John became aware of this when working on the Clitheroe bypass with a couple of traders.

"There was this Irish lad driving the navy who was demanding five pounds a week for 'looking after your wagon', which is the way he put it. But we wouldn't pay," said John. "So when my other brother, Sid, was driving the Trader one day, and after backing up under the navy, he stood on the edge of the driver's door while watching what was going on. Next thing, the navy driver dropped a load of rock from a height, which landed in the load bed, crushing the front springs so they broke and throwing my brother up into the air so that he broke his ankle when he landed. We repaired the springs and bashed out the cab as best we could where a rock had landed. The navy driver later tried the same trick on another driver, who dragged him out of his cab and gave him a good beating, so this never happened again. Another driver, a Welsh lad, had a shotgun in his cab one day, and he pointed it at the navy driver as a warning of what might happen."

The limestone from the cutting was taken away for the motorway or, alternatively, delivered to the Ribble Cement Works near Clitheroe for cement production.

Things moved on apace for this growing family haulage business, with another Buxton brother, Frank, coming on board as a driver, and two new Seddon 16/4 with Perkins 6.354 engines being acquired; also a 'Mickey Mouse' eight-wheeler Foden with a 150 Gardner and 12-speed gearbox, and a three-tonner BMC lorry that was used for coal deliveries from a coal yard on Fletcher Road in Preston.

### Going Dutch

However, by the early Eighties, the time had arrived for another change of direction, with the establishment of Buxton Brothers Building Supplies, for which an Atkinson six-wheeler with a centre mounted Atlas crane was bought, and also a brand new 18-tonne DAF 2100.

"We also bought a couple of Leyland Roadrunners and a Bedford TK, and for delivering on to owners' driveways and restricted spaces, a pair of Nissan Cabstar pick-ups were also useful; although they were only supposed to carry 30cwt, they could manage two tons quite easily," John said.

This now brings us to the ERF A-Series, of which little has been said so far, although by now readers may have come to the conclusion this wagon looks remarkably good in the accompanying photographs.

"I bought the A-Series off Tom Dougherty of Southwaite near Carlisle as a long wheelbase flat, a lorry that had been really well looked

after even though it had now covered over 1.5 million kilometres," John said. "It was first registered on October 1, 1974, and although I bought it as a restoration project and then for taking to rallies; after seeing it parked up in the yard with all the other working wagons, I decided to put it back to work, which it did very well for a while until the business was finally wound down."

John started off by cutting 6ft off the chassis, and he then bought a second ERF with a shorter tipper body to match fitted with Edbro tipping gear, which he swapped over to the first one. No doubt with the transport of bricks as well as other building materials in mind, John found a suitable three ton Atlas crane with a three-stage extending boom; and a Felden Brudi FE150 brick grab also came in useful, so the ERF paid for its upkeep.

### Quick release

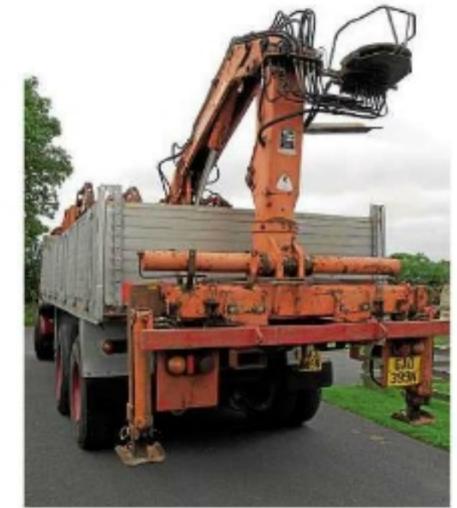
"To install the crane, I fitted a forklift mast which is mounted to the chassis," John explained. "And the crane sits on a frame that's made of thick channel steel which can then be

slid off using a forklift that slots its arms into two brackets on the rear part of the frame. It only takes four minutes with a bit of practice to remove the crane, which involves releasing two snap connectors for the hydraulic flow and return, a seven pin plug for the electric lights, and switching a valve by the rear offside of the cab, which then allows for a changeover for tipper work so the body can be raised and lowered."

John has had a clear run on any mechanical issues from the 180 Gardner engine, the six-speed David Brown gearbox and the Kirkstall rear axles. In addition to the crane, this ERF is well suited to building site deliveries in having a diff lock for negotiating muddy, water-soaked ground. Since it was retired seven years ago, John tries to take it out for a run quite regularly, as nothing deteriorates as swiftly as an unused vehicle.

The inscription on the Ian Monkhouse First Prize Trophy John won at the Hethersgill show at Carlisle airport some years ago, which just about says it all about this well preserved working lorry, is: 'Most Original Commercial Vehicle'.

The ERF is an award winner, taking the title Most Original Commercial Vehicle at the Hethersgill Show some years ago.



John fitted the crane so that it can be removed in just four minutes if required.



One of the Seddons used by the Buxton Brothers on road construction.



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# Shotley's gentle GIANT

If during the 1950s and 60s you found yourself stuck in a snowdrift or a ditch, or struggling to negotiate a hill, and Archie Glendinning's massive 6x6 AEC came to your rescue, then the day would be saved. Ken Glendinning talks to Bob Tuck about the early days at Shotley Bridge's Island Garage.



The conversion of the AEC was all done in the Glendinning workshops at Shotley Bridge, with Les Bell doing most of the work. When running as a wrecker it ran on trade plates - 158 X.



The AEC pictured (possibly at Southall) at the end of its military career. The painted number is probably an auction lot number and it may have been through Ruddington sales. Photo Ken Porter.

**T**alk to anyone of a certain age and they'll tell you we don't get the bad winters that we used to. Although I can tell you, when I was growing up in Consett, County Durham during the 1950s and 60s, we got snow in Consett when places just a few miles away (like Lanchester) got nothing. Of course my home town was fairly high up and in the lee of the Pennines, so it was expected to get clattered when the white stuff came to fall - it's just something you got used to if you lived in that steel dominated town.

I can't really remember too much about the type of snowploughs Durham County Council used back then to keep the roads clear. There are some vague memories of little four-wheel Bedford and Commer council tippers having a small blade on the front and guys on the back shovelling out salt and grit. But if you asked me what the adjacent Northumberland County Council used in my locality during that time, then it's a vision I'll never forget.

As well as having its own 6x6 Macks, Northumberland CC also relied on a network of folk like local farmers who could be called out when the roads in the area needed clearing. Such a contracted arrangement was agreed with Archie Glendinning to look after the demanding stretch of the A68 between the Durham county boundary at Allensford (near Castleside) and the crossroads at the top of Kiln Pit Hill. Archie's area also included the sideroads across towards Whittonstall.

It was certainly a testing locality to look after but snowploughs didn't come much more impressive than Archie's AEC. To the guys who

drove it - Archie and Ken Glendinning; Paul Wheatley; Les Bell; Bobby Bainbridge; Raymond Anderson; Harry Dent (who broke his arm on it) et al - the AEC was simply known as 'The Mat'. To AEC purists (who might shriek with outrage and say the Matador was only the 4x4) the 6x6 version was of course front half Matador and back half Marshall. It was given the AEC designation of being a 0854 but that doesn't really have the same ring about it and no one's going to call it that. But the bottom line - no matter what you called it - was that Archie's Matador got the job done as Ken Glendinning (and many others) can still testify.

## ON THE ISLAND

Shotley Bridge has long been something of a quiet backwater. But if you leave Shotley on the Blanchland road, you immediately cross a small river bridge - as you enter Northumberland - and if you look to the right, you'll now see a small collection of newly built houses. However, to anyone with a love of transport history, this place will always be Archie's old yard, as until it was closed in about 1995, Island Garage was long the ancestral home of WA Glendinning Ltd.

The business traces its roots back to the horse and cart era when Archie's father George Edward, began transporting people - and freight - by road. Land was bought in 1934 to park the wagons, although at that time the family had to chop trees down to make room. Because there's a river running round both sides of the yard, it was natural the name of Island Garage was adopted.

George had three sons, but when Ernie and Jackie decided to leave and set up on their own, Archie was to take over from his father in the early 1950s, with George dying in 1953. The company hadn't been affected by the swathe of nationalisation that had swept through the general haulage world as Glendinning's traffic was mainly local tipper operation, with ex-WD Bedfords and GMCs (also used for lime spreading work) first being used.

I like the story of how Archie bought his first real long distance wagon - an ex-S&N Brewery Albion Chinese Six, reg GFS 998. He spotted the motor in a dealer's yard in Newcastle but being short of cash, he traded in his Austin Sheerline car to do the deal.

The vehicle was given to driver John Thompson, who proved to be a good friend to me and was well liked by many others. And while I'd like to come back to John at a later date (talking about my days on the road with him) the story John told me about the Albion brakes is worth telling now.

Dating from 1937, the brakes were mainly operated by a system of rods, so setting them up was quite difficult. If they were adjusted when the vehicle was empty, the placing of a 13 ton load on its back stretched the rods, so the brakes were applied before the vehicle was moved. But if you adjusted the brakes when the vehicle was loaded, they didn't work when it was empty - which was something of a quandary for both the driver and the Glendinning mechanics to live with. ▶



**Basil Minnican putting the AEC through its paces in the snow.**



**ABOVE: Archie Glendinning seen in the yard wondering if he's going to get the call to turn out the AEC snowplough! Note the car transporter trailers behind him.**



**LEFT: Archie's grandfather started the business in the horse and cart era. George Edward Glendinning is the second figure in this shot.**



**Archie's business relied in the main on tipper work. Leylands were favoured during the 1950s although makes like this S Type Bedford were also bought.**



## RUDDINGTON SALES

Sorting out minor hiccups like the Albion brakes was easy for the team Archie had round him. And for years to come, making something special out of something ordinary (or other folks' hand me downs) was a company speciality. Archie's son Ken uses the word hybrid and I exaggerate not that Ken could write a (highly entertaining and informative) book on the engineering conversions that he and others have carried out at Shotley.

Ken was still a youngster when the big 6x6 Matador was bought. During the Second World War, AEC had built something close to 10,000 4x4 Matador artillery tractors and just over 500 6x6 versions which were used primarily as bowzers for the RAF and also as mobile crane carriers. By the mid 1950s, these were being sold off to the highest bidder and at one visit to the sales at Ruddington, Archie took to one of the bowzers.

With him then was good friend/part time driver Basil Minnican, and although there were a number of bowzers lined up for disposal, this one was a bit special as it had fully floating rear axles. In fact after Archie bought the 6x6, the RAF apparently tried to buy it back.

Ken has no idea what his dad paid for the 6x6 but, over the next 20 years, it proved itself to be one special buy even though everyone back at Shotley thought it was a monster – apart from young Ken: "I can remember it coming into the yard and climbing up through a hatch in the cab to use the big searchlight. It was great." No wonder whenever the big AEC went out, young Ken squeezed himself on to an extra seat in the cab: "The cab was that big that I could sit on the junction box between the driver's seat and his door."

It was obviously no good in bowser form so the equipment was first removed and when the tank was out in two, the halves proved to be ideal tipper bodies. (I warned you they were an enterprising lot at Glendinnings). Les Bell was to fit it out as a recovery vehicle with the twin boom Holmes gear coming from an ex-WD Diamond T.

Being built as a wrecker, it was first operated on General Trade plates – 158 X – but when later registered (so that it could run as a plough) it was allocated the registration number of PTY 99. As a coincidence, Archie was to later buy another 4x4 Matador for similar recovery/towing work and that was to

be registered FTY 99L. And obviously called 'Little Mat' to differentiate from the 6x6 'Big Mat.'

## SIMPLY UNBEATABLE – WITH BOBBY BAINBRIDGE

Although Archie's two AECs shared identical drivelines, both Ken and Paul Wheatley agree that the 6x6 was a far better performer. In fairness, both were dreadfully underpowered as all they had was the AEC 7.7-litre engine (producing about 95bhp) which was coupled to a four-speed gearbox plus a two-speed auxiliary.

The 6x6 had the option of engaging/disengaging the front axle drive and in the hands of Bobby Bainbridge, it could almost talk: "Time and again," Ken tells us, "it seemed as though the AEC was on its very last legs. You could almost count the revolutions as the engine was firing that slowly. But Bobby found that if you snatched it into six-wheel drive, it just seemed to give it that slightest bit of impetus to pull you up a hill. It was amazing."

In later years, Ken took over the driving seat and did a whole lot of recovery work. The police always called the big 'Shotley Giant'

wrecker for any commercial vehicle accidents/breakdowns on both Allensford and Ebchester banks – which are both particularly testing inclines. And on one call out to Allensford, Ken found he couldn't get round to the front of the hold-up because of all the traffic. Undaunted, he took to an adjacent field and even though the gradient there on the soft grass was crazy, the 6x6 just chuffed its way up and round the obstruction. After a trick like that, the recovery of the jack-knifed Ford D1000 artic was almost child's play.

On a personal note, I'm sure I drove The Mat around the yard at least once. I have Archie to thank for giving me my first job on leaving school. And while I left about 18 months later, again Archie did his best to help me on with my new career as a police officer.

Although there was a crane in the yard, it was easier to use The Mat to lift something heavy and move it around. I remember the AEC cab seemed huge and the big flat steering wheel (pulling on those mega tyres) was hard work to contort but to this teenager, it was heaven indeed just to enjoy the shortest of stints of driving. While the sound of that soft, chuff-chuff engine note is one I'll never forget. ➤



**Due to the shortage of cabs in the early 1950s, Leyland occasionally turned to Homalloy to build them, like this one. These cabs weren't a great success and only lasted a few years before rotting away.**



That was the first new BMC bought, although he purchased at least one new Morris Commercial before that from Buist and Bedfords from Jakey Robson. That one had a JS Robson dropsided body with Edbro twin ram tipping gear. There were a few dropsiders on the fleet as they had to be dual purpose; they did a fair bit of long distance work delivering pumps down to the oil refineries at Fawley and Milford Haven. Alan Robson was the first driver of this truck.



The Island Garage yard pictured circa 1970.

RIGHT: Fleet number 52 – another Beaver/Steer.



This 1947 Leyland came second-hand from Durham County Council as a four-wheel Beaver but Les Bell converted it into a Chinese Six Steer.



I took this shot about 1960 (when I'd be about 14-15). The Leyland Octopus was new to British Paints in 1954 and Archie bought a lot second-hand. Bob Grindle is the company painter who did all the painting and signwriting.

### TALES OF THE UNEXPECTED

Both Ken and Paul have all sorts of stories to tell about their times with the 6x6 Mat. "It was always better off-road than the 4x4," says Ken, "as it never seemed to dig itself in. I always liked the brakes on the 6x6 better, even though they were vacuum and the 4x4 was air – probably because it had more lining area. I didn't suffer brake fade on the big one, whereas I did on the 4x4."

Paul agrees: "You are right that the brakes used to fade on the Little Mat. Bobby B used to throw both of them out of stick going down Kiln Pit Hill which was nerve racking if you were passenger at about 45mph – you clung on for dear life. Remember the Big Mat had no governor on the winch – made winching exciting."

Not everyone had total faith in Bobby Bainbridge's driving style however: "I can remember the day," says Paul, "of Bob B coming down Blackhill Bank ratcheting the handbrake up. Also in the cab was Ged Riley screaming 'If you don't put the brakes on I'm bailing out.' He had the door open and poor me was sat on the bonnet getting my backside cooked. He did bail out and walked back to the yard."

Big Mat got all over the place (at a slow pace of course as top speed was only 28mph) and both Ken and Paul can tell you tales that would make your toes curl. We like the time when it was in Scotland with Raymond Anderson and the exhaust got that hot, its back wooden bodywork set on fire.

"I can remember being called out one Saturday afternoon," says Ken, "to an Elliot's of York Foden coupled to a low loader with a machine on. He had run out of power on one of the back roads at Iveston. Coupled to the front with the straight bar I took the weight, the idea being I was just assisting him. When we got to the top of the hill the driver reckoned I had the full weight at one stage. It certainly wasn't down to the power, it was the gearing that did it."

During the bad winter months, the Big Mat was always on call being kitted out for ploughing. And even though the conditions could be arduous, it always seemed to get through: "I don't think it was ever abandoned on the snow plough job," says Ken, "although I can remember a Northumberland Mack being left out overnight when it got stuck."

Of course, time – and a whole lot of overworked abuse – finally took its toll on the 6x6. In 1978 the wrecking gear was taken off and put on to the ERF 6x4 DVT 723J, which was to take over the role of Archie's wrecker until the company finished. The big AEC was sold to the Foster timber concern of Darlington who planned to fit a Hiab crane on it and the last anyone from Archie's saw of it was when it was carried out of the yard on a low loader.

The vehicle has obviously gone but its memory lives on with so many people. Not only those who drove it but also to the many folk it rescued from situations they didn't know how they were going to get out of – until they saw the distinctive profile of Shotley's Gentle Giant. ■



This ERF replaced the AEC on recovery duties and carries the AEC's wrecking gear. It's been passed into preservation.

# Triple header

The Morris Leslie Group has recently expanded into classic vehicle auctions. Bob Weir went to the company HQ at Errol in Tayside to learn more and meet some familiar favourites.

**T**he Morris Leslie Group has been holding regular car auctions for many years," auction manager Keith Murray explained. "Because of the growing number of enquiries, we recognised the need for a specialised auction aimed at older vehicles. I believe we are currently the only company in Scotland holding these auctions on a regular basis, and sales to date have attracted over 200 entries. Apart from some rare cars these have also featured several commercial vehicles, including lorries and vans."

Morris Leslie was established in 1977 and is still in private ownership. It was originally set up as a plant sales company, but over the past four decades has diversified into other areas. The group currently employs over 250 staff spread across 15 locations throughout the UK.

The group's headquarters is based at Errol airfield between Perth and Dundee on the

north bank of the Firth of Tay. The airfield originally opened in January 1943 and was used as a special conversion unit by the RAF for Soviet aircrew taking delivery of British aircraft. The base featured three runways as well as several buildings, which are still visible from the air.

The military role of the airfield ended in 1948, when the RAF moved out. Some of the buildings became derelict and lay disused for many years. After Morris Leslie purchased part of the site, the company began using it to auction off plant equipment. The group then opened a retail market in 1992, which has grown in size and popularity.

## Taking off

Staying on the airfield theme, the group also acquired Perth airport in 1997. Since then the 30 acres of buildings have undergone extensive refurbishment to create a popular business

park. The properties include warehousing, retail and workshops, which are now home to over 50 different companies.

The group has also expanded into hiring equipment for events, TV and film production. Part of this department is also based at Errol, and can offer a large selection of utility vehicles. These include golf buggies, cherry pickers, scissor lifts, telehandlers and forklifts. The group has already been involved in some prestigious projects, including the Diamond Jubilee Concert, and the film *Pirates of the Caribbean*.

The site at Errol airfield also plays host to one of the largest car boot sales in Scotland. Held every Sunday the group's motto is 'you cannae beat a good rummage'. In recent years the company has further expanded into car auctions and its twice weekly sales are now one of the fastest growing in Scotland.

Keith originally comes from Chester, but has lived in Scotland



Above: The Austin has obviously had a lot of time and money spent on it.

Left: The 1959 Austin/Morris LC5 TA is believed to have been new to Southern Electricity Services.

since 1976. A veteran of car sales, he joined the Morris Leslie Group in September 2008.

"Classics auctions are a fascinating business, and our vehicles come from all over Scotland," he explained. "Many of our clients contact us direct. Some of the vehicles are quite rare, and most have a story to tell. We also get some unusual entries, and there is something at each event to put a smile on your face."

## Classic commercials

Some of the commercials that had been entered in the September 2013 auction are a case in point. The Austin/Morris LC5 TA had its origins in the prewar LC 25/30cwt lorry and van. Its development was already well under way prior to the merger between the two companies to form BMC (British Motor Corporation). Due to the availability of the

forward-control LD van, the model was only marketed as a 30cwt lorry. The type was particularly popular with utility companies and the Post Office. It continued in production until 1960, when it was replaced by the new model FG.

Today, surviving examples are a rare sight north of the border and TBL 371 is believed to have spent most of its early life in England.



Keith Murray with three of the classic commercials entered in the September sale.



The Austin is fitted with a 2199cc petrol engine.



The interior of the Austin. It's only got 70,000 miles on the clock.



The Albion's interior is simple, but finished to a high standard.



HRG 255 is well known on the Scottish Vintage Vehicle rally circuit.



The ERF's 'office'.

The number plate suggests the vehicle was first registered in Berkshire.

Keith said: "We don't know a lot about the history of the vehicle, but it is believed to have spent several years with Southern Electricity Services. When I was doing some research, I came across a few photographs taken several years ago. The van was still wearing the company's sign work, and was looking in a dilapidated condition. I believe the current owner spent a lot of time and money restoring the lorry, and the cargo area in particular has been refurbished to a very high standard. The quality of the woodwork is first class."

The Austin was registered on August 25, 1959, and currently has 70,000 miles on the clock. The lorry is equipped with a 2199cc petrol engine, and is also fitted with a twin axle. The Austin badging is unusual as most BMC commercials of this period, were usually sold under the Morris banner.

ERF commercials are a big favourite in this neck of the woods, partly because of the connection with the DC Thomson publishing house just a few miles up the road in Dundee. The LV8 was first registered on January 1, 1975. The eight-wheeler is equipped with a 180 Gardner 10,450cc diesel unit, power steering, diff locks and twin steer.

"I believe the

lorry has been seen in a few different guises over the years, but is currently in the livery of Comber Transport," said Keith. "I have seen photographs of the lorry fitted out as a full-blown cattle float, as well as a flatbed.

"Having done some research, I understand that the lorry was originally registered with ARC Conbloc Ltd. It was then moved on to John Hooker at Woodchurch, and was fitted with a livestock box made by Williams Wrexham Ltd in North Wales. It was then subsequently restored in the Comber Transport livery.

"This is actually the second time we have had this particular lorry in one of our classics auctions. It was originally brought up from down south, and was acquired on the spur of the moment by a private collector. He has now decided to move the vehicle on. The lorry is currently showing just over 50,000 miles on the clock, and has a valid MoT until May 2014."

The auctions normally take place on a Saturday from 10.30am onwards at the airfield's 50 acre site. Facilities include a large under cover hall, on-site cafe, free parking and manned security around the clock.

"Mr Leslie's son Gregor normally mans the auctioneer's podium on the day, although I can also take over if required," said Keith. "Classic auctions in Scotland are still comparatively rare, and an enthusiastic audience usually shows up. A lot of the vehicles in the auction will have been stored away possibly for years, and this could be the first opportunity members of the public have had to see them for some time."

### Other services

The vehicle auction service includes a realistic valuation, a collection service and vehicle preparation. Internal storage is also available. There is a £50 entry fee (plus VAT) per car, along with the usual buyer's and seller's premium. There is no entry fee for tractors and machinery, although the premium still applies. Admission on the day is £5, which includes car parking and a sales catalogue.

Albion lorries are still highly sought after in Scotland, and normally attract a flurry of interest. Arguably one of the most iconic commercials in Scottish transport history, the FT37 Chieftain, is no exception. HRG 255 (serial no: 74077E) has been a frequent visitor to the Scottish vintage rally circuit for many years, usually driven by its owner Edwin Ewan.

The Albion was originally ordered by J M Forbes of Hutcheon Street, Aberdeen, on October 12, 1954, for its customer, Scottish Agricultural Industries Ltd of Blackies Quay down by the city docks. The company used to specialise in fertilizer and animal feed, and during its heyday was one of the biggest suppliers in the north-east of Scotland.

Although the lorry was acquired in 1954 it did not arrive until the week before Christmas, which is probably why it was not registered until the following year. It was then based at the company's premises at Mintlaw, just a short distance inland from the fishing port of Peterhead.

The Chieftain is believed to have remained with the company for several years, although its subsequent history is a bit of a grey area. It is thought to have passed through several pairs of hands, both in a private and working capacity.

When Mr Ewan spotted the Albion in Drumoak, Aberdeenshire, it was in a dire state, and he eventually restored it to its current condition. The lorry was given a full 'bottom-up' restoration, and all the mechanics were stripped down and rebuilt from scratch.

Because of Mr Ewan's other commitments, it took seven long years before the work was finally complete.

HRG 255 is equipped with an Albion EN 286 diesel engine mated to a five-speed Albion gearbox and single-speed rear axle. Because the lorry only has a modest top speed of 35mph, Mr Ewan had considered uprating the axle, but for the sake of authenticity decided against it.

Having restored the lorry, he then started showing it on the rally circuit. The highlight of the Albion's career was when it won the Commercials Section of the Scottish Vintage Vehicle Federation's (SVVF) Champion of Champions event in 1998.

While I was busy admiring this fine collection of classic vehicles, I also spotted a Ford Anglia van out of the corner of my eye. Back in the Swinging Sixties the Anglia 105E was extremely popular, and a substantial number were produced as light commercials. The vans were designated the 307E, and early versions were badged as the Thames. Thanks to a hard life combined with the demon rust, survivors are now thin on the ground.

"Like a lot of these old vans, the Anglia has been substantially modified," said Keith. Registered in 1967, the 5cwt van has been fitted with a 1600 Crossflow engine, a gearbox out of a contemporary Cortina 2000E, lowered suspension and Revolution wheels. Prospective buyers wishing to own this Dagenham delight can expect to fork out in the region of £4000. ■

### Further information

■ Morris Leslie Group: Head Office, Errol Airfield, Errol, Perthshire, PH2 7TB Tel: 01821 642940  
 ■ The contact number for the Classic Auction is 01821 642574



The ERF was new in 1975 to ARC Conbloc Ltd



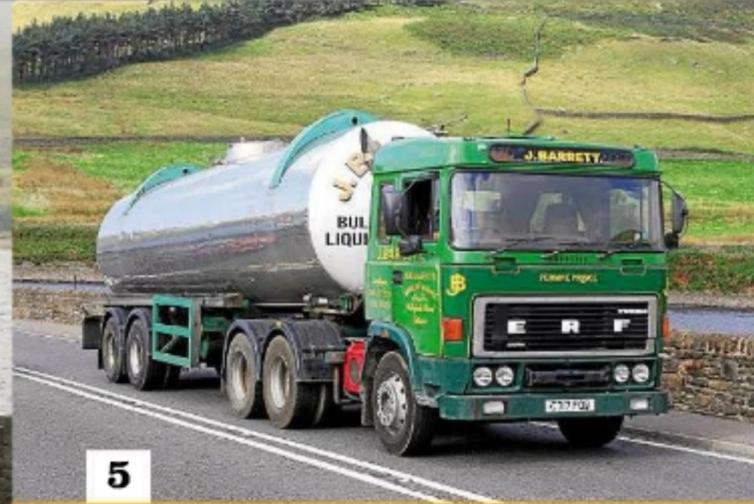
The humble Anglia still makes a good conversion project.



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# 2nd Woodhead Run

September 29, 2013

Sunday, September 29, saw me on the A628 waiting for the entrants of the 2nd Woodhead Run. John Murphy, Stewart Kaye and Mark Griffiths again organised one of my favourite events. With such a superbly varied entry list, there were over 60 wagons to admire, and there was something for everybody to enjoy.

Thanks must go again to Gareth Hardy for again allowing the use of his premises, the Stockport Truck Centre, for the start, and to the Thorpe family for welcoming us back to their yard for the finish. Finally, thanks must also go, of course, to everyone who turned up and helped make this one of the most relaxed and enjoyable events of the season.



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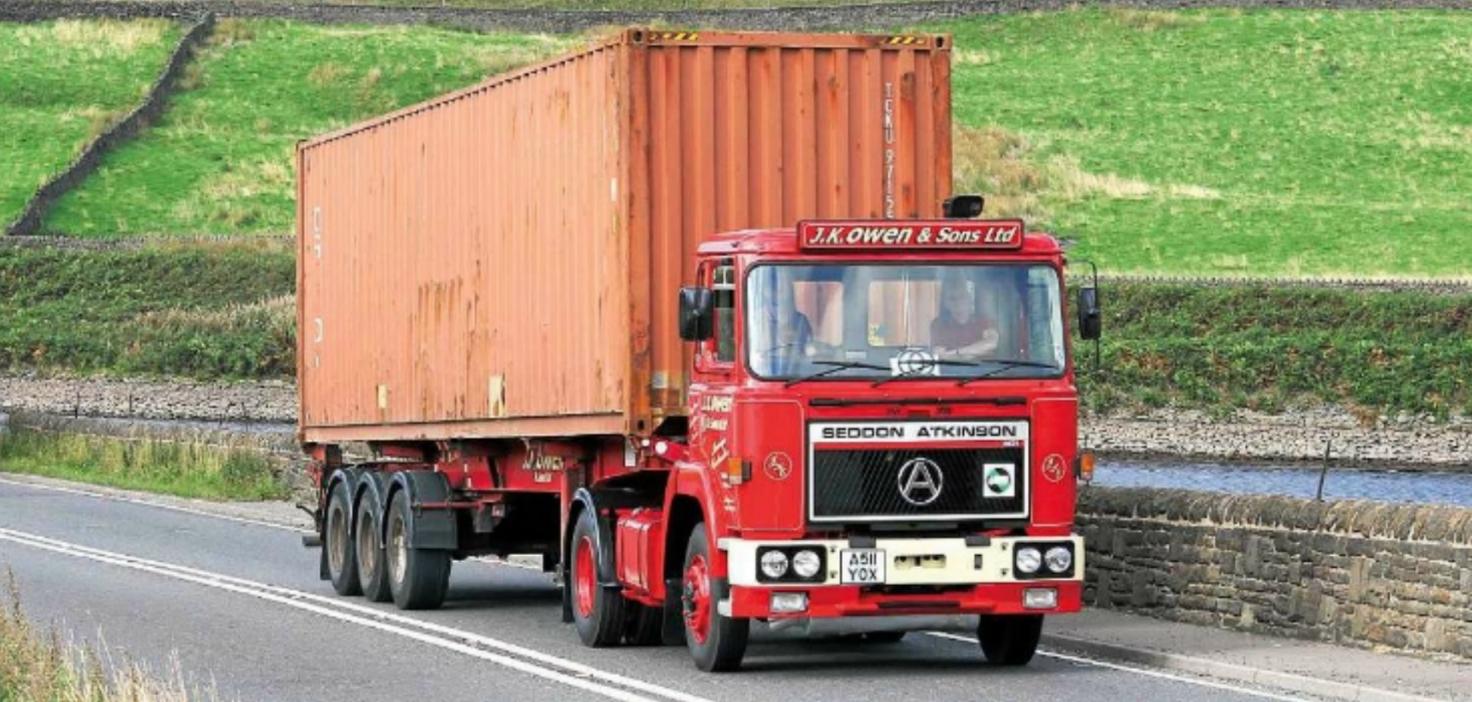
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1 John Brownbridge has restored this 1975 Atkinson Defender into the livery of its last owner, F&F Moffat of Cornhill on Tweed. It's certainly a fantastic addition to the preservation scene.

2 Event organiser John Murphy, took part in his own 1969 LV cabbid ERF, complete with sheeted 'load'.

3 Steven Mallinson's 1991 Volvo F12 has been restored to replicate the type of motor used by the firm years ago.

4 Jason Owen's 1983 day-cabbid Seddon Atkinson 401 was new to the British military.

5 Colin Barrett's 1986 ERF C Series still works for a living five days a week.

6 Occasional HC contributor Tony Hawkridge, took part in his stunning Foden S20 in the colours of his old firm, Elliott of York.

7 Gareth Wood's 1976 Roll-Royce powered 6x4 Scammell Crusader ballast tractor out on the road.

8 It was first time out for Ian Birchenough's 1974 Foden S80. It looks like it's just finished a hard day's work.

9 Atkinson heaven!





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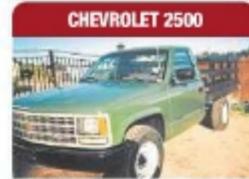
**BEDFORD J2**  
 SWB Tipper, Ford ET6 spares, engine, axles, gearbox.  
**£5000**  
 Tel. 0777 1545131. S London



**BEDFORD KM (1630)**  
 TV, 1977, 500 engine, Eaton gearbox, in good working order, would p/x against 8-wheeler tipper.  
**£2750 plus VAT**  
 Tel. 07768 276115. Kent



**BEDFORD TM TIPPER**  
 Double drop-side, all alloy body, 500 engine, instant starter, 1970, 150 ton, all alloy tipping body, probably worth the asking price, one owner.  
**£2500 plus VAT**  
 Tel. 01651 806306. Aberdeenshire



**CHEVROLET 2500**  
 Diesel, USA air foros, 40k miles, all MoTs, £200 to insure, new MoT, good driver, vgc.  
**£3000**  
 Tel. 07548 983430. Surrey



**MONTRACON**  
 1994, 45ft stepframe transporter living trailer on air, 4 berth, luxury living accomm. New generator, 24v Superwinch, batteries, gas bottles, many extras, MoT. **£12,500**  
 Tel. Peter 07860 655984. S Lincs



**MORRIS COMMERCIAL**  
 1939, Eqload, daunting prospect for restoration, mostly there, no body, come and have a look if you like a challenge.  
**£1454 313305. Glos**



**BURRELL 4" SCALE**  
 double crank compound, road locomotive and trailer, completed 1968, retubed 2012, boiler test to March 2014, **£27,750**  
 Tel. 01963 34532 eves only. Somerset



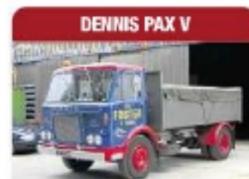
**BURRELL 4" SCALE**  
 Agricultural traction engine, d/w Blue Line twin axle box van trailer, current boiler certs, hyd test Jul 15, steam test Jul 14, only steamed 2 years, will split, **£1550 ono**  
 Tel. 01502 560400. London



**BURRELL 4" SCALE**  
 Steam traction engine, EMV St. **£16,000**  
 Tel. 00 353 91 796773. Co Galway



**CHEVROLET BLAZER**  
 2001, Y reg, V6, petrol with LPG, test Jan 14, 71k genuine miles, all MoTs, tickets with it from new, excellent driver, automatic 4WD.  
**£2000**  
 Tel. Barry 07773 768653.



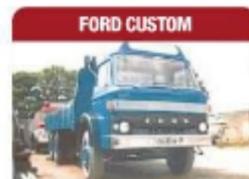
**DENNIS PAX V**  
 1969 tipper, vgc, Perkins, Eaton, Eaton 2-speed, vg tyres, many new parts, MoT exp, original literature, one family owned since new, regrettable sale,  
**£2000**  
 Tel. 07882 274783. E Yorks



**ERF 'E' SERIES 3750**  
 Sleeper cab, Gardner 290 turbo, dry stored 10 years.  
**£3750**  
 Tel. 07759 473380. Lincs



**FIRE ENGINE**  
 Unique vehicle in UK, ex E German fire engine, LFA "Robur" 4wd medium sized, d/w engine driven fire pump, Somers, **£3000** or p/x military, classic vehicle or anything interesting  
 Tel. 01417 733999. Strathclyde



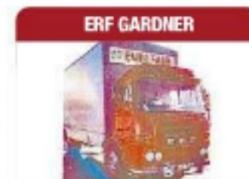
**FORD CUSTOM**  
 2014, 1971, new clutch, MoT and tax 2014, good condition, ready to show, **£11,000**  
 Tel. 01202 668007; 07800 951934. Dorset



**BURRELL TRACTION ENGINE**  
 4", built 2006, superb condition, all certs, ready to rally, road trailer available if required.  
**£1371 875698 for price and details. Essex**



**COAL FIRED TRACTION ENGINE**  
 1.5in scale, 80% complete, all castings to finish, drawings, decals, hydraulic certificate, built to a very high standard, **£1995**  
 Tel. 07887 845002. Berks



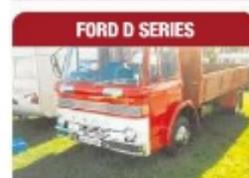
**ERF GARDNER**  
 1977, 5 pot, 100, 24ft box side and back loader, coupling back and front, in vgc, on the button.  
**£1428 717515; 07976 925031 for more details. Hampshire**



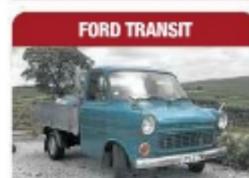
**FOSTER 4" SCALE**  
 Professionally tested, has all boiler certs/history, **£14,750 ono**  
 Tel. 07931 773303. Gyr Man



**FOSTER 4" SCALE**  
 New build, test run only, LSM design, full commercial boiler certificate, vulcanised rubbers, brass tender and clearing road reg, **£15,000**  
 Tel. 01494 526807. Bucks



**FORD D SERIES**  
 75, 12 mths' test, 6 months' tax, 6 cylinder, Redwood body, low bar, vgc, last owner 30 years, house forces sale. For details tel. Paul **£3950**  
 Tel. 01530 230607. Leics



**FORD TRANSIT**  
 Mk 1, MoT July 2014, record engine, all body, may p/x, **£5995**  
 Tel. 07895 717979. Lincs



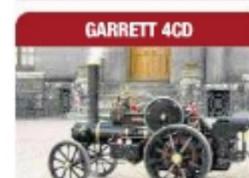
**IVECO 180E**  
 21 artic, very low kms, very high spec, 11,073 kmet! Michelin tyres all round, X fire service.  
**£4500 ono**  
 Tel. Jake on 07785 233899. Strathclyde



**MAN RECOVERY TRUCK**  
 1994 7.5 ton, with 19ft Beavertail body, Ramsey 12v electric winch, ramps & spare wheel, gvo, year's MoT.  
**£2750 ono**  
 Tel. 07860 655984. S Lincs



**MERCEDES 310D**  
 1993, exc cond, starts instantly, drives beautifully, 13ft alloy dropside body, 5e down loops and slot for ramps, ideal for vintage tractor, will MoT, classic ins, **£2250**  
 Tel. 01207 529767. Durham



**GARRETT 4CD**  
 6", road registered, new boiler test, **£45,000 ono**  
 Tel. 01508 710225 day; 01271 850467 eves. Devon



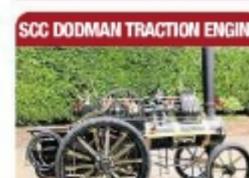
**LIKAMOBILE STEAM CAR**  
 immaculate, built to high standard, road reg, current boiler certificates,  
**£1409 261532. Devon**



**MACK DM600**  
 Double drive artic, 18 speed quad box with a 235hp 6 cylinder engine, truck has been rated to special types at 80 ton, **£8000** p/x considered  
 Tel. 07811 343042. Oxfordshire



**MAXWELL HEMMENS**  
 1" traction engine, built 1996 & never used, plus matching Maxtrak living van, set of canopy lights to go, great British engineering by the maestro himself! **£4250 ono**  
 Tel. 01489 581001. Hampshire



**SCC DODMAN TRACTION ENGINE**  
 4" scale professionally built in 2010, as new and in excellent condition, **£19,000**  
 Tel. 01798 812824. W Sussex



**MERCEDES 813**  
 horse box, 6 cyl 5-sp box, power ramp, lots of work done but lack of time forces sale, storage in my a/c workshop is doing it no good, **£2000**  
 Tel. 01740 621808. Stockton-on-Tees



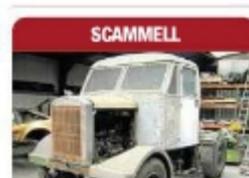
**MERCEDES 814**  
 1994m 7.5 ton recovery truck with 21ft Beavertail body, power for hydraulic winch and ramps, spare wheel, gvo, clean and tidy, year's MoT, **£3250**  
 Tel. 07860 655984. S Lincs



**MERCEDES LD306**  
 1977, pick up, 1.9L diesel, good robust chassis, simple body, new clutch and brake pipes, has been off the road for some years, all original, **£900**  
 Tel. 07818 243774.



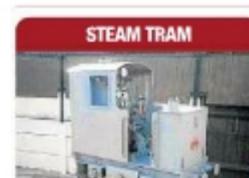
**MORRIS COMMERCIAL EV11 40**  
 1946, ex telephone box van, petrol, restored 2009, taxed, rare twin wheels, **£5000 ono**  
 Tel. 01584 781303. Worcs



**SCAMMELL**  
 late 40's, ex-Shell-Mex, Gardner 6 cyl, running condition, part restored,  
**£1500 ono**  
 Tel. 00 353 42 9374564; 02830 868348. Co Down



**STATIONARY ENGINE**  
 R A Lister & Co No 1/6886 Spec 28 DHH-1P 1.5 rpm, 70065cm wide x 60cm high, **£150**  
 Tel. 07834 439438. Shrops



**STEAM TRAM**  
 10 1/2" gauge locomotive, powered by Locomobile, engine crosssed tubed boiler, 90% complete, reason for sale moving to Thailand, **£7500**  
 Tel. 0208 9472366. London



**STEPHENSONS ROCKET**  
 5" gauge loco, to complete, 75% done, new copper boiler, chassis etc, lack of time to complete, **£950**  
 Tel. 07931 238911; 01691 828715. Shrops



**ALLIS CHALMERS D272**  
 with factory Perkins P3, 1957, lovely original condition, easy to tow, light weight, perfect to rally, engine superb, a few jobs required to be 100%.  
**£2500 open to offers**  
 Tel. 07557 065519. Cheshire



**BUNGARTZ T5**  
 diesel tractor, excellent working order, starts instantly.  
**£2650**  
 Tel. 01326 221730. Cornwall



**TANDEM AXLE TRAILER**  
 back end, **£500**  
 Tel. 07718 247454. Cambs



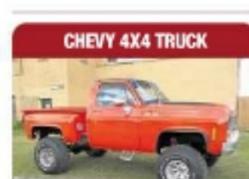
**TELECOM MOBILE CANTEN**  
 workshop body, water tank, sink, gas rings, side locker, roller shutter, ideal living van conversion,  
**£13,500 ono**  
 Tel. 01354 659490; 07719 162563. Cambs



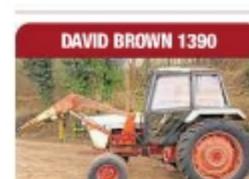
**VOLVO N88**  
 1966, good condition for year, good engine and box drives well.  
**£5000**  
 Tel. 07956 442053.



**CHEVROLET 440**  
 1946, stake side tipper, barn stored, now recommissioned, new carb, rewired, reclaimed timber bed, completely original, nice patina.  
**£7495 ono; p/x**  
 Tel. 01788 822704. N Hants



**CHEVY 4X4 TRUCK**  
 1976, genuine Texas Super Muscle truck! 383, V8, auto, pb, ps, loads spent.  
**£13,500 ono**  
 Tel. 07913 732258. N Lincs



**DAVID BROWN 1390**  
 with power loader/bucket, good working order, good hydraulics, power steering, ideal for small holding, **£3950 no vat**  
 Tel. 07779 966072. Glos



**DAVID BROWN 990**  
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 Tel. 01353 740470. Cambs



**FERGUSON TE20**  
 Diesel, showroom condition, lots of money spent, **£3500**  
 Tel. 00353 79627714. Co Derry



**FORD MAJOR**  
 4000 tractor with Bomford toppler in good working order and tow bar, **£2995**  
 Tel. 07814 567247. Gwent



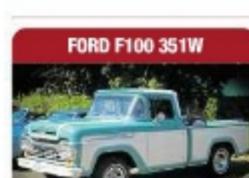
**FORDSON E27N**  
 1948, V8C, road tax, electric starter, high top gear, good tyres, restored, good working order, **£2000**. Ransomes two furrow plough, also available.  
 Tel. 07712 011183. Notts



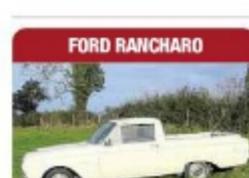
**DODGE B2C**  
 Vintage 1950 truck, orig Flathead 6 cyl, and 4 on the floor gearbox, orig features/paintwork, sympathetic restoration completed, roadworthy UK MoT. Email LBAL25@aol.com for more photos and details. Cumbria



**DODGE W200**  
 1977, 13k miles, t&t, viewing very welcome.  
**£5500 ono**  
 Tel. 07547 216205. Herts



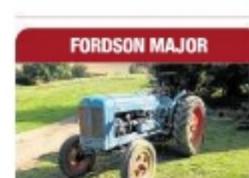
**FORD F100 351W**  
 1959, lots done, drives great auto.  
**£10,500 ono**  
 Tel. 0208 2245839. Surrey



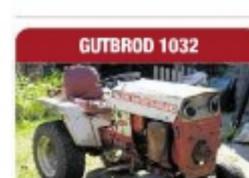
**FORD RANCHARO**  
 63, 6 cyl, no rust, will have year's t&t, have to sell to pay for next project.  
**£6250**  
 Tel. Dave 01677 470597. N Yorks



**GMC PICK-UP**  
 1948, 1/2 ton pick-up, 5 window cab, mostly original paint etc, UK reg, MoT, tax exempt, 6 cylinder GMC engine, 4 speed gearbox, v solid bodywork.  
**£9250**  
 Tel. 01454 313194. S Glos



**FORDSON MAJOR**  
 Eiadkin petrol/TVO, runs and drives, requires attention, **£1850 ono**  
 Tel. 01264 771761 after 7pm. Hampshire



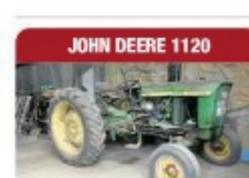
**GUTBROD 1032**  
 Needs tlc.  
**£475 ono**  
 Tel. 01233 631272. Kent



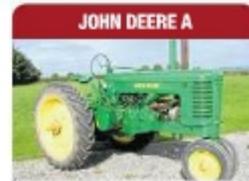
**HOLDER B10**  
 diesel, 1950s, small single cylinder, working order, very unusual.  
**£2500**  
 Tel. 01326 221730. Cornwall



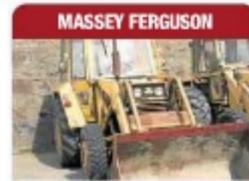
**INTERNATIONAL B250**  
 tidy, original, Lamborne cab doors, original bodywork in good order starts & runs well hydraulics, pto work well, **£2300 ono no vat**  
 Tel. 07869 145604. Oxfordshire



**JOHN DEERE 1120**  
 Shell mudguards, Roll bar, new seat and more, offers in region of **£1250**. Ring for more information.  
 Tel. 01883 345509. Surrey



**JOHN DEERE A**  
 1946, great running tractor with electric start, petrol/TVO, good tinwork, nice paint, decent tyres, £3250 ono  
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**MASSEY FERGUSON**  
 50B, very scarce 4x4 model with rear ballast all in good working order, any trial welcome. £2750  
 Tel. 01651 806306, Aberdein



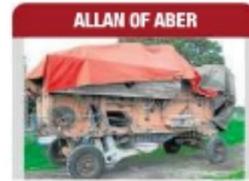
**MASSEY HARRIS 30**  
 1950, starts easily, runs & drives well, good tinwork and original paint, decent trial welcome. £2750 ono  
 Tel. 01239 810499; mobile 07811 159622. West Wales



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 Tel. 01603 616550, Norfolk



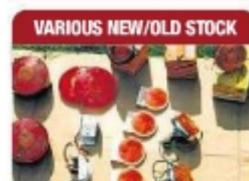
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 old, but exc bed, lead screw and bearing cond, 9" swing x 15" centres. Inc: faceplate, 6", 3" & tailstock chucks; drawbar and collars; quality motor,  
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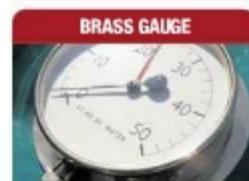
**1987 ROADTRAIN**  
 Upgraded Cummins 14 lit, Big Cam, Eaton twin split gearbox, Kirkstall axle and an Interstate cab, fully stripped down, blasted and repainted, £1250  
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 heavily built, 1950s single cylinder air compressor, good working order, quiet in use,  
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**AMANCO OPEN CRANK**  
 1923, 3hp, starts and runs superbly, will be supplied with period tool box of tools and fuel/oil/grease containers, everything for the rally field.  
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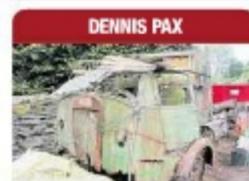
**BRASS GAUGE**  
 Brass gauge 6" dia, ft ht of water 2" wide.  
 £15  
 Tel. 07776 393427, Warks



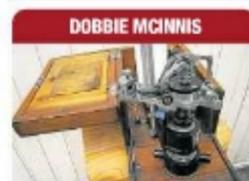
**CIRCA PLANING MACHINE**  
 1920s, with single phase, 2 horsepower motor, £139 ono  
 Tel. 07860 754877, Nottinghamshire



**CLIMAX PUMP HEAD**  
 top end drive mechanism for a deep well pump, exc reciprocating movement - all internals in vgc, some corrosion of mounting flange, no pump or drive motor, £120 ono  
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**DENNIS PAX**  
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**EXERCISE WOOD TURNING LATHE**  
 Ls. foot treadle, this is an antique machine, but still capable of use, 40" between centres.  
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 Tel. 07860 814402, Cumbria



**FOSTER 4" SCALE**  
 Multi-award winning engine between 2003 and 2009, rebuilt from an agricultural traction engine into a road loco look-alike with water dandy/coal carrier.  
 Tel. 01795 874366, Kent



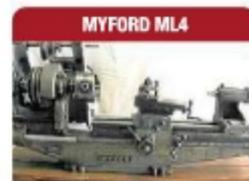
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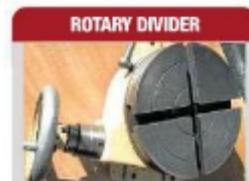
**LOW LOADER TRAILER**  
 20ft bed, Hatz diesel power pack, recent shot blast, re piped and wired, new brakes and tyres, vgc, £3250 ono  
 Tel. 07840 110709, N Yorks



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 £4000  
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 vintage cast iron sack scales, made by Tansley Bros capacity 350kg.  
 £50  
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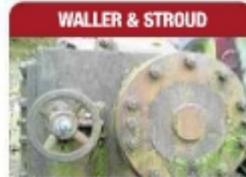
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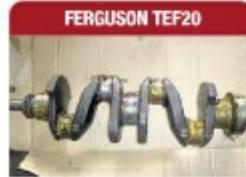
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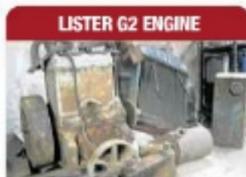
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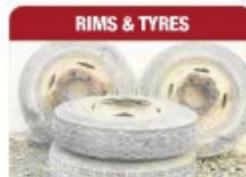
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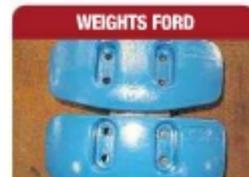
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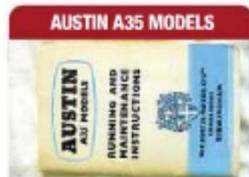
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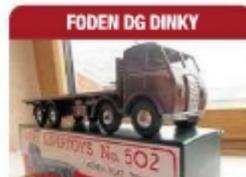
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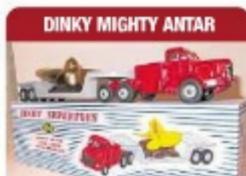
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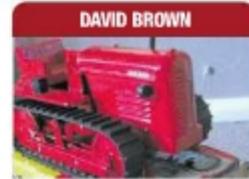
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**SUFFOLK SUPER COLT** lawn mower, 12" cylinder, 4-stroke engine, non runner (no spark), otherwise excellent, as new condition, ideal for spares, bargain £35. Tel. 07808 855076. W Mids.

**WORKSHOP CLEAR-OUT** compressors, single phase power hack saw, vacuum pump, Myford lathe bed and saddle, 18" square c/w surface plate, Coronet Major wood lathe, tools. Tel. 01789 773924 eves. Warks.



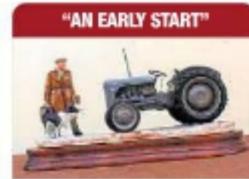
**MEILLER KIPPER**  
 3-way 16ft tipper body, auto, back door on own straight chassis with centre multi-stage ram, all steel, ex council, £1250  
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**ROLLS ROYCE EAGLE**  
 Front grille badge, good condition, £50 p&p extra  
 Tel. 02380 736696. S'oton



**SERVICE TIME RECORDER**  
 1950, needs key, £90 inc p&p  
 Tel. 01829 733968. Cheshire



**"AN EARLY START"**  
 Ferguson - Border Fine Arts. £300 Offers over  
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**LUCAS BATTERY FILLER**  
 original, unused from 1950s, in original box, for vintage garage.  
 £45 free free  
 Tel. 07968 659667. Surrey



**NATIONAL BENZOLE MIXTURE SIGN**  
 400mm dia, with fixing holes, £30 free cost  
 Tel. 0208 3997541. Surrey



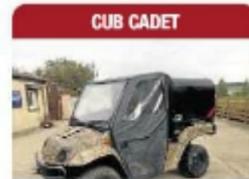
**OLDFIELD DEPENDENCE**  
 rear lamp, poor condition, for spares or repair, £40  
 Tel. 07933 131922. Hampshire



**TOURING ENGLAND**  
 Go Back in Time, take tour around 1930 England, up to 4 people, unused, £25 plus p&p  
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**ENAMEL SIGN**  
 Advertising Blackstone Oil Engines, over 100 years old, 2ft x 4ft, sell or exchange for Essex place names, nameplates or cast iron seats.  
 Tel. 01246 322159. Essex



**CUB CADET**  
 4x4 diesel, 580 hours only, rear bespoke black currently shelved & carpeted for shooting, vgc.  
 Tel. 07720 865364. Cheshire

## PARTS FOR SALE

**AEC 505** engine parts, POA; Bedford KM parts, POA. Tel. 01363 82283. Devon.

**BANDVULC** 900 x 200 radial remould, unused. Tel. 01354 659490; 07719 162563. Cambs.

**BEDFORD O TYPE & S** type spares, engine spares, gearboxes, some tin work, springs, axles, hubs, plus lots more, too many items to list. Tel. 07857 683542. Cambs.

**BREAKING FOR SPARES** Volvo F7 tractor and F7 L-ride 6 wheeler, many parts available, day cab, axles, doffs, engine and gearbox parts, rear suspension parts. Tel. 07836 743107. Lancs.

**ERF 5.4G** new/old stock, under bumper silencer, full set of brake linings for same, Offers Tel. 01455 824151. Leics.

**LANDROVER LWB** Safari body axles on chassis with sides and roof, £350. Tel. 01684 833478. Glos.

**LANDROVER 107 SI** back body axles, springs, on chassis, £395 ono Tel. 01684 833478. Glos.

**LANDROVER LWB** Diesel safari roof with side windows, MoT and tax exempt, £900 Tel. 01684 833478. Glos.

**LANDROVER SERIES 3** gearbox, fully recond, £650; Landrover Series 3 diesel engine, complete, £350. Tel. 01892 832638. Kent.

**LEYLAND ENGINE 401** vertical diesel engine, complete and can be seen running, £480 Tel. 01299 403198. Worcs.

**HOLMES WRECKING GEAR** 750 twin boom wrecking gear, on its own chassis, ready to work. £1450 ono; may deliver. Tel. 7964156594. W Yorks.

**TYRES FOR SALE 2** - 825R20 Firestone transport radial, as new, at £125 each ono; 2 C20 900 x 20 Goodyear G800 8-stud wheels, ready to regroove at £75 each ono. Tel. 07887 887848. Worcs.

## MODELS

**8-WHEELER MODELS** £100 each; Foden Guy, AEC, Atki tippers, tractors, rope and sheet, a speciality, hours of work, £100 each Tel. 01442 831319. Bucks.

**COLLECTION OF** approx 60 Corgi EFE and Ledo, plus some others for sale, never been out of their boxes, all less than half price. Tel. 01945 772744 for list. Wisbech.

**CORGI CLASSICS** 1:50 scale, 16 + 2 sets, British Road Services, also class case, offers; will split, no dealers. Tel. 01274 569689; 07910 646130. W Yorks.

**TOY/MODEL AMBULANCES** of the 1950 to present day in plastic or diecast, also ambulance photographs. Tel. Paul on 01752 360315. Devon.

**TWO DINKY FODENS** 1949, downsizing collection, £150 each inc p&p. Tel. 01829 733969.

## WANTED

**FORD E83W** pick-up wanted, premium paid for original complete vehicle. Tel. 01473 652619. Suffolk.

**KENWORTH OR PETERBILT** must have Detroit diesel, 12v, 71 engine, any condition. Tel. 07860 17866. Essex.

**LEYLAND CLYDESDALE CAB** WANTED 1974, for restoration project, good cond, can pick up from any area. Email: [lainnickola@sky.com](mailto:lainnickola@sky.com).

**ORIGINAL CLASSICS DENNIS** F8 fire engine model Leeds Fire Brigade, with box, packing and certificate, new or as new. Tel. Steve 07989 133895. W Yorks.

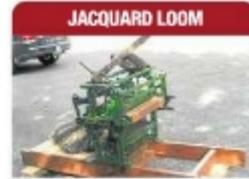
**TOYOTA VAN** to customise Toyota power van, Hi-Lux, Light-ace, any condition, good price paid. Tel. 0777 599828.

**LATHE** small bench type, any age and condition, will collect, prefer Mids/South area. Tel. 01789 778174. Warks.

**RANGE ROVER** Early 2-door model wanted, in any cond, with or without MoT, also early 2-door parts wanted, cash waiting. Tel. 07581 332598. W Mids.



**JACQUARD CARD**  
 Punch machine, pedal operated, Dracupa patent 8 punches on cast iron table  
 Tel. 07774 427812. Scottish Borders



**JACQUARD LOOM**  
 lever operated c/w wooden stand, roller, shuttle, 400 needles & weights, c1890, offers.  
 Tel. 07774 427812. Scottish Borders



**LOW LOADER**  
 26ft, beaver tail, spring loaded ramps, air brakes, pto, driven winch used to date, fair overall condition, £1250 ono  
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 £45 each  
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**SPOT LIGHTS**  
 one pair of genuine Massey Ferguson (Hella) black plastic shell 6"x3 4/4" white light never used, bargain, £35 inc p&p  
 Tel. 07875 306302. Warks



**SERIES 1 LANDROVER**  
 1956, 107" LWB, extremely orig, prof rebuild from bare chassis, orig paintwork/bodywork, engine, chassis etc and reg no, lots of pic/info. £7850  
 Tel. 01988 700997. Dumfries & Galloway



**PAIR LUCAS 518**  
 round rear lamps wanted with Lucas 518, marked on the lens for a vehicle restoration. Can you help?  
 Tel. 01477 532215. Cheshire



**BEDFORD TK MINIATURE**  
 must be petrol, anything considered, chassis and engine, projects, barn finds, complete etc, cash waiting please get in touch.  
 Tel. 07428 999102. Bucks



**ERF A SERIES WANTED**  
 with Gardner 240 engine as photo, any condition, but must be complete if requiring restoration, good price paid.  
 Tel. 01780 470229 please leave a message. Cambs



**MAZDA VAN**  
 petrol or diesel any year condition non runner or good runner can collect good price. Can you help?  
 Tel. 07775 996628. Essex



**TOYOTA LAND CRUISER**  
 4x4 wanted, new or old shape, clean or rusty, can collect, good price paid, help Mr Kiddie, tel.  
 Tel. 07831 589763. Essex



**WANTED TOYOTA HI-ACE**  
 van or power van, Hi-Lux Lightace, old new shape, can collect, good price paid,  
 Tel. Louise 07810 741366. Essex



**TOYOTA VAN**  
 to customise Toyota power van, hi-lux, light ace, any condition, good price paid,  
 Tel. 07775 996628. E Yorks



**WANTED TOYOTA HI-LUX**  
 truck, old/new shape, no MoT, high miles, can collect all over UK, can you help me?  
 Tel. 07831 589763. Essex



**WANTED VAUXHALL BRAVA**  
 truck, two or four door or lauzu, good price, any condition, help?  
 Tel. 07775 996628. Bucks

## PARTS WANTED

**AEC OVERDRIVE GEARBOX** 6-speed, as fitted to AEC Guy Scammell etc. Tel. 01354 659490; 07719 162563. Cambs.

**STAGG & ROBSON** name plate or manufacturer's plate or wheel hubs required, cash waiting. Tel. 01733 852819; 07958 064229. Derbys.

# Belting around

DAF is famous as a heavy vehicle builder, but it once also made innovative lightweights with constantly variable transmission.

**W**hen I was 18 I sold my old Hillman Imp and bought a Volvo. I was really chuffed as it was far more comfortable than the old Imp and people thought I was rich – until they saw it. The car in question was a Volvo 66 'Variomatic', and although it carried the Volvo name it was in fact mostly DAF.

Regular readers will be aware of DAF's history of building trailers, buses and lorries, but some forget it once made lightweights – but these vehicles weren't of a conventional design. The engines on the first DAF lightweights were front-mounted air-cooled flat twins, and they drove the back wheels via a patented gearing system that DAF named the 'Variomatic'.

This used two endless belts, each of which, as you can see from the illustration, run on a pair of pulleys. However, each pulley consists of two cones that can move further apart or closer together, effectively altering the diameter of the pulley. This is done by vacuum from the inlet manifold, together with centrifugal force acting on weights in each cone as the engine RPM increases. Each pair of pulleys is synchronised so as one gets bigger the other gets smaller, thus giving constantly variable gearing. This not only gave optimal torque at any given engine speed, but also allowed the vehicle to be driven as fast backwards as forwards! In addition, a differential wasn't needed, as each wheel was driven by a separate belt.

The first car, the DAF 600, appeared in 1958,



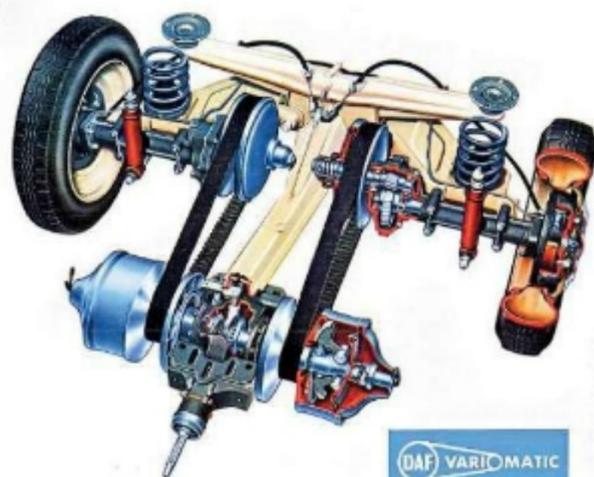
but it wasn't long before small vans and pickups were also put on to the market. There was even a small artic called the Pony, and also an off-roader aimed at the military.

The range was developed over the years, including fitting larger Renault engines. In 1975 Volvo took over DAF's car production and kept the Variomatic system on the market until 1992. Since then the CVT system has been

used on all manner of vehicles from small motor scooters to the latest Mini.

Anyway, it's been years since I saw one of the commercial variants of these little DAFs, so I was pleased to see this one at last August's Lincoln Steam Rally. Do any others survive in Britain?

For more information on these unusual little vehicles, or if you need parts for one of your own, go to [www.dafownersclub.co.uk](http://www.dafownersclub.co.uk)



DAF VARIOMATIC

How it works, courtesy of the DAF Owners Club.



Above and top: This little DAF 33 pick-up was on display at this year's Lincoln Steam Rally. When did you last see one?

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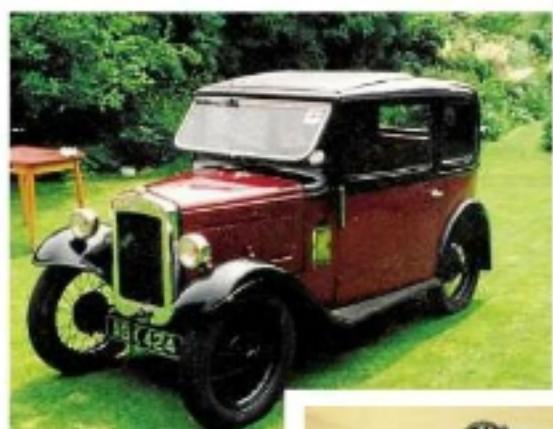
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# Truckfix

THE CLUTCH AND FLYWHEEL ONE-STOP SHOP



Good afternoon All,  
Thank you very much for all of the advice and the excellent service that you gave me in the repairing of the clutch pressure plate and the relining of the flywheel and pressure plate on my Austin Seven. I have attached a couple of pictures of my Austin Seven and should you use them, and you are very welcome to do so. Below is just a little about my car.  
Thank you all once again.  
Best regards Denis Pilsworth

"My Austin seven (photo attached) was first registered in 1933 so it is 80 years old however the engine (photo attached) fitted to my car was made in 1927 so is only 76 years old, it is a 750cc four cylinder petrol engine. I have completely stripped the engine down to its bare crankcase and rebuilt the engine with the majority of new parts being used. The original engine in my car would have been a two bearing crank one however during its lifetime a three bearing crank engine has been fitted. The clutch on this car is made up of a friction plate riveted onto the flywheel and a second friction plate riveted onto the pressure plate with a plain clutch control plate. The gearbox is a four speed crash gearbox and I believe the original for the car. The use of a crash box means that all gear changes have to be double de-clutched."



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