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1:148 (N) Scale

OXFORD

Oxford Diecast - Cars



NEW
NMN001 Austin Mini in Tartan Red Union Jack roof
NEW £3



NEW
NMOS001 Morris Minor Saloon in lilac **NEW** £3



NEW
NVWB001 VW Beetle Herbie **NEW** £3
Military ground vehicles



NEW
NOWB001 Bedford OWB 'Royal Navy' **NEW** .. £4.50
Public Service vehicles



NEW
NBED001 Bedford/Lomas J1 Ambulance Herefordshire **NEW** £4

1:76 (00) Scale

Base Toys Ltd.

Base Toys - Buses



NEW
B019bs Leyland Leopard Duple Dominant "WYPTE Metrocoach" (circa 1982-1987) **NEW** £16
Commercial vehicles



NEW
DA69 Karrier Bantam Major flatbed coal & coke load "S.B.Tawn & Son Solid Fuels" (circa 1964-1974) **NEW** £9.99



NEW
DA70 AEC Mammoth Major dropside tipper "BRS North Derbyshire Group" (circa 1951-1961) **NEW** .. £8.99



NEW
DA71 AEC Monarch Artic low loader "Thomas Neild & Son" (circa 1937-1947) **NEW** £8.99

CORGI

Corgi Collectables - Buses



NEW
OM41605A Crossley DD42, Lancaster City Transport, Bus Station W dual destination **NEW** £28



NEW
OM41605B Crossley DD42, Lancaster City Transport, Marsh 2 dual destination **NEW** £28



NEW
CR5003 3 piece Mini Collection - Speedwell blue, Radford Wicker Mini & Monte Carlo Rally Mini (list £11.99) **BARGAIN** £7

EFE - Buses



NEW
12310 Harrington Grenadier "Birch Bros." **NEW** £24



NEW
30713 AEC Renown "Barton Transport" **NEW** .. £24



NEW
31806 RMA Routemaster "Clydeside Silverline" **NEW** £24
31909 RML Routemaster d/deck bus "London Country N.B.C." £24



NEW
34110 AEC RT bus "London Country" **NEW** £24



NEW
35210EFE 36' BET 6 Bay Single Lamp "City of Oxford" £24



NEW
38702 Alexander Y Type "Eastern Counties" **NEW** £24
Commercial vehicles



NEW
36304 Bedford TK Short Dropside "Russell of Bathgate" **NEW** £22

OXFORD

Oxford Diecast - Cars



NEW
76SET07A Morris Minor Triple set **NEW** £11
Cars - racing



NEW
76LEV001 Lotus Evora in red **NEW** £4
Commercial vehicles



NEW
76BMC001 Mobile Training Unit/car transporter "BMC" in blue **NEW** £10



NEW
76IRZ004 Scania Irizar PB "Eddie Stobart" £16
76KRS002 Konecranes Reach Stacker (for freight containers) "W H Malcolm". Fully posable £20



NEW
76LAN2001 Land Rover Series II "British Rail" **NEW** .. £4
76SHL01TK Scania Cab BP Tanker £20
Military ground vehicles



NEW
76DSC001 Dingo Scout Car 50th Royal Tank Regiment 23rd Armoured Brigade Tunisia **NEW** .. £4.95



NEW
76SP004 Pioneer Artillery Tractor "Royal Artillery 1st Army" £9



NEW
76LC001 Leyland Cub FK7 1936 fire engine Newcastle City Fire Brigade **NEW** £9.50

1:50 Scale

CORGI

Corgi Collectables
Commercial vehicles

NEW
CC14033 Volvo FH (Face Lift), Moving Floor Trailer "Woodside Haulage Limited, Ballyclare, County Antrim" £73



NEW
CC14119 DAF XF Bulk Tipper "McLaughlin Haulage, East Kilbride" **NEW** £73

1:43 (O) Scale

CORGI

Corgi Collectables - Cars



NEW
VA12103 Subaru Impreza Turbo Bright red **NEW** .. £20



NEW
VA12507A Ford Fiesta Mk1 XR2, Diamond White RHD **NEW** £20



NEW
VA12507B Ford Fiesta Mk1 XR2, Diamond White LHD (Dut) **NEW** £20



NEW
VA12607A Ford Escort Mk2, 1.3 Ghia Astro Silver RHD (UK) **NEW** £20



NEW
VA12607B Ford Escort Mk2, 1.3 ghia Astro Silver LHD (Ger) **NEW** £20
Cars - racing



NEW
CC56502 Lotus Evora S in Starlight black **NEW** £22
Public Service vehicles



NEW
VA12408 Ford Granada MkII Series 1 2.8 "Leicestershire Police" **NEW** £22

OXFORD

Oxford Diecast - Commercial vehicles



NEW
43APH001 Austin Sheerline 125 Hearse in Black **NEW** £19



NEW
43WM002 Dimachio's Mercedes Ice Cream V **NEW** .. £11

1:24 Scale

EFE - Buses

NEW
98001EFE MCW Metrobus d/deck bus "Metroline" £199

1973? Then go tax free!

Despite my total distrust of politicians, regardless of whatever party they represent, something announced by the UK Government last year has turned out not to be an April Fool's joke. As of April 1, 2014, the exemption from road tax for classic vehicles will move forward one year, and so all those made before January 1, 1974, will be exempt. This may end up as a rolling exemption, but that is still to be seen. However, what the Government won't do is automatically put your 1973 made vehicle straight into its tax-free 'Historic' class.

Basically it's down to you to do the paperwork and running round. If you don't, you'll still have to pay the going rate for whatever your vehicle is classed as, even if it was made in 1973.

So, what do you need to do? Get hold of your logbook (V5C) and write 'Historic' in section seven, 'Changes to current vehicle', and sign and date the declaration at the bottom. Now you'll need to get a copy of an application for a tax disc form (V10). You can get this from any post office that deals with road tax, or you can download it from www.gov.uk/dvlaforms.

Fill this in, putting 'Historic' in the tax class section. Again, sign and date it, and then send it together with your current MoT certificate and insurance documents to the DVLA. A new V5C will then be sent to you, together with your MoT and insurance certificates, within one month.

Don't forget that the new exemption is for vehicles built in 1973, not registered, so if you can prove your motor was made in 1973 but registered in 1974, for example, you can still go

tax free. For this you'll need a letter from a DVLA approved club or a 'Heritage Certificate' stating the build date.

Finally, if your 1973 vehicle still has at least one full month's road tax when exemption comes in, you'll need to get hold of form V14 to apply for a refund.

So that's it – but here's a question. Why has the Government done this? After all, it's not known for such acts of generosity. Personally I like to think it's down to the £4.3 billion contribution that the historic vehicle movement makes to the UK economy each year. I hope I'm not being naïve...

Stephen

STEPHEN PULLEN
spullen@mortons.co.uk



It's no joke – as of April 1, 2014, vehicles made in 1973 can go tax free. PHOTO BOB TUCK.

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George Latham

MY FATHER George Latham died in August 2013 aged 86. As a tribute to him, I organised a 1961 AEC Reliance coach for his last journey. George was a bus driver for East Kent Ltd at Dover from 1970 until his retirement. This vehicle, WFN 513, was one he had driven on many occasions.

George gained his HGV licence during his National Service days in the Army, driving everything from Willys Jeeps to Diamond T tank transporters. When he left the Army, he and my mother Eve moved to Sandwich in Kent where George worked for Hawksfield's coal merchants at Deal, driving Seddon tippers and a brand new Austin Loadstar flatbed. When Hawksfield's was taken over by Corralls Coal, George was allocated a Ford Thames 4D

flatbed. He used to take me to the coal yard with him, bagging coal on Saturdays when I was six or seven – health and safety would love that these days.

His main passion though was the buses. He would accompany me to many historic commercial and bus rallies in later years, but unfortunately as his health deteriorated these trips became less frequent.

Many of his ex-East Kent colleagues turned out for his funeral and seemed pleased to see the old coach they had all driven in the past.

I would like to thank owners David and Brian for all their help in making this happen for my dad; he would have loved it!

George will be deeply missed by all his family and grandchildren.

Ivan Latham



HAYTON COULTHARD PREPARES FOR 100 YEARS OF HAULAGE

HAYTON COULTHARD Transport of Twynholm, Kirkcudbright, was established in 1916 and is one of Scotland's oldest haulage contractors. To mark its forthcoming business centenary during 2016, the company is preparing a special book and has launched an appeal for photographs or information to assist in the compilation of this volume.

In addition to the collection from its own archives, Hayton Coulthard Transport would be particularly interested in any material that relates to the earlier part of its history. This request also includes former associated companies such as Dunmhor Transport, Milhench & Coulthard and subcontracted

hauliers or owner-drivers. To respect photographic copyright, Hayton Coulthard ask that any pictures submitted are by the original photographer only or, alternatively, be accompanied by written permission from the copyright holder.

Digital files can be emailed to haytoncoulthard@gmail.com or posted to: Hayton Coulthard Transport, The Garage, Kirk Brae, Twynholm, Kirkcudbright DG6 4NX. All posted material should including the sender's name and address to permit return after use. Any images used in the book will be credited to the appropriate contributor.

For more information visit www.haytoncoulthard.com



Can you help record the Hayton Coulthard centenary?



Bristol debut at Ipswich

THE ANNUAL Ipswich to Felixstowe classic vehicle run will be held this year on May 4. This event usually attracts in excess of 500 vehicles of all types including commercial vehicles. However, this year there will be an added bonus, as Ipswich Transport Museum will be entering its 1962 Bristol HA6G articulated lorry. The museum acquired this vehicle in

1975 from The Felixstowe Dock Company where it had been used as a dock shunter after being retired from BRS duty.

Restoration started in 2008 and it will be returned to the road on May 4, 2014, for the first time since retirement. For further information visit www.ipswichtransportmuseum.co.uk

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LITHIUM-ION power is spreading through the power tools of the world, and rightly so. Lithium batteries maintain a high energy density level with a flat discharge curve – performing better and longer than a conventional Ni-CD/Ni-MH battery. There is no memory effect, which allows the battery to recover from a deep discharge with no tendency to reduce the overall capacity, which is ideal in a modern workshop or out on the road.

The particular power tool you need to check out today is the CP5418V – Cordless Lithium-ion Angle Grinder from Sealey Tools, which houses a 115mm disc diameter and is powered by an 18v battery which is chargeable in only one hour.

With 7000rpm and a motor of 800W, you can expect smart power from this grinder. Without the need to add

pressure, it will cut its way through a variety of materials easily, and the added service of a second battery means you don't need to worry about running out of juice.

Its lightweight (3.5kg) and compact design means it's very user friendly, while the spindle lock makes disc changing and adjusting the disc guard quick and easy.

Launching in the Sealey Spring Promotion 2014, running from March 1 until May 31, 2014, you can buy the CP5418V at the offer price of £149.95+VAT (List Price:£199.95+VAT). You can find this promotion at your local stockist, online at www.sealey.co.uk or on the Sealey Tools App (available on Apple or Android), where the full catalogue and current promotions can be downloaded, making viewing possible even when offline.

Llandudno Transport Festival

ONE OF the top classic events in the country has to be the Llandudno Transport Festival, and this year's event will take place on May 3-5 at Bodafon Fields, Llandudno, North Wales LL30 1BW.

There will be all of the usual attractions, including road runs on the Saturday and Sunday evenings, starting at 6pm from the showground, Conwy, on Saturday, and Marine Drive round the Great Orme on Sunday. Gates open from 9am to 5pm daily with the shuttle bus service to town starting at 10am.

All entries are now full with 150 commercials, 100 light commercials, military, fire engines, buses, Welsh mods (modern class), tractors,

motorcycles, classic cars and over 100 trade and autojumble stands.

Information only can be found on the website www.llantransfest.co.uk and also with a SAE to Llandudno Transport Festival, 48 Church Road, Rhos on Sea, Colwyn Bay, Conwy LL28 4YS.



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A BLAST TO THE PAST?

DAVID HALL'S 1950 Leyland Beaver is well known throughout Britain having been involved in over 200 funerals in the past 12 years.

However, what most people are unaware of are the vehicle's other activities, which include birthday, anniversary or Father's Day treats, riding in the passenger seat on a journey that has great significance to the recipient.

The Leyland Beaver has also been involved in weddings, taking the groom to church in Minehead and more recently taking the father of the groom to his son's wedding, travelling from Warminster to Winsley.

When Lee Pinnell was planning his wedding, he wanted to do something special for his dad, Ralph, who was not well enough to attend his stag night. Lee envisaged a meal with his parents in a quiet pub. However, it was imperative to organise some form of transport as Ralph can't walk far these days.

Ralph had driven Leyland Comets and Thames Traders for F&S Gibbs of Warminster before coming off the road and becoming a mechanic with a number of haulage companies in the area. Lee fortuitously came across David Hall's 1950 Leyland Beaver on the internet and he asked for a series of quotes based on a number of potential destinations.

As the involvement of the Leyland Beaver was to be a surprise, David parked outside Warminster and arrived at the house at the specified time. Ralph was delighted to hear the sound of the Leyland 600 engine coming up the street and was grateful that David had provided a stepladder to help him get into the cab.

With Ralph riding shotgun, David took the scenic route through Bradford-on-Avon and Ralph provided a running commentary on how the landscape had changed in the past 50 years, old mills transformed into flats and

large houses converted into care homes.

The traffic in Winsley came to a standstill while Ralph got out of the cab and down the steps. Then he shook David's hand and made his way as quickly as possible towards the hotel as it was dinnertime.

Some people choose to ride in the Leyland Beaver with the prospect of leaving instructions that the lorry should be used for their final journey. But some families want to give their loved one a treat while he is still with them and this was the case for Ken Agates who was collected from Reading and taken to the Milestones Museum in Basingstoke, where his grandchildren met him in the restaurant.

Ken had everyone enthralled by his recollections, particularly of the bad winter in 1947 and being trapped in deep snow in Chipping Norton, sleeping on a camp bed in the school. Unbeknown to David, Ken died shortly after the time they spent together thundering up the A340.

To achieve the most cost effective treat, it is best to be flexible and schedule a ride when David is next in the area with the Leyland Beaver. Contact David Hall on 01225 865346.



Update – From Model AA to Iveco

THE ENTRY list for commercial vehicles and light vans carrying the Fordson and Ford names is growing by the week. A wide range of vehicles from a Model AA and some great classic commercials through to D Series and Transcontinentals as well as newer vehicles will be on display at Blue Force 1000. Several exhibitors have asked for their commercial vehicles to be displayed with tractors on board, all going to make a very interesting display over the weekend of June 28-29, 2014, at the Newark Showground.

New Holland has pledged its support for Blue Force 1000. The team from Basildon has confirmed that its latest range of agricultural tractors and machinery alongside heritage tractors and machines.

The Fordson and Ford names in the van and commercial vehicle sector were leaders in their field and as New Holland and Iveco have the same parent company, a range of the latest high tech Iveco

vehicles will be on display standing proud next to vehicles of the past. New and old side by side will show how much design, development and technology have changed over the decades.

Several vehicle clubs and their members, including the (MAFCGB) Model A Ford Club of Great Britain and the Ford Side valve Owners' Club, have said they will be exhibiting alongside Blue Force members who own a varied selection of vehicles.

Entries for all types of vehicles encompassed by Blue Force from commercial vehicles and light vans to agricultural and industrial machines of all ages and conditions from both members and non-members will be most welcome.

For entry forms and further details:

Visit the website

www.blueforce1000.co.uk

Email

info@blueforce1000.co.uk Tel

Jamie on 07815 777125 or Peter on 07711 137194.

NATIONAL AUSTIN 7 RALLY SET TO DELIVER COMMERCIAL THEME

THE 52ND National Rally of pre-war Austin 7 motor cars, organised by the 750 Motor Club, takes place at the home of the national motor museum at Beaulieu in Hampshire on Sunday, July 6, 2014.

The Austin 7, the 'baby' Austin, was the first truly mass-produced British car and between 1922 and 1939 some 290,000 were built. Today, enthusiasm for owning an Austin 7 is as strong as ever and the rally attracts entries from all over the United Kingdom and Europe.

In the prewar period, butchers, bakers, fishmongers and traders used the Austin 7 for deliveries. To celebrate their contribution to the heritage of the marque, the rally theme this year is Commercial Austin 7s and some wonderful examples will join the hundreds of vehicles on display.

All Austin 7s are welcome and membership of the 750 Motor Club is not required.

Austins form the core of the event, but all tax-exempt historic vehicles of all makes are welcome and will have a designated parking area on the rally field.

The event is sponsored by Warranty Direct and RH Specialist Insurance. Full details and entry forms can be found on the website:

<http://www.750mc.co.uk/austin7>

Gates open at 10am.





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Midnight Cowboys



“MAM! HOW come we never see our dad?” asks Caroline, our eldest

daughter? “Because he is a long distance lorry driver and he’s gone to Liverpool docks with a load from Marchon chemical factory so he will be gone some time. Now keep quiet and finish your breakfast.”

“Bert Skidmore at our school says our dad has run away.”

“Don’t be silly, how would he know?”

“Says his dad’s seen our Billy going down Windebrowe Avenue carrying a suitcase at one o’clock yesterday morning.”

I wonder what Bert Skidmore’s dad was doing out and about at one o’clock in the morning – considering he doesn’t work!

Back in the Sixties, most small Cumberland Haulers, like the one I worked for (Johnston Bros Gilcrux), subcontracted for BRS Howgate, Whitehaven. This was a good system as it guaranteed good traffic and rates. The only down side was that us private haulers had to hang around in the BRS canteen until mid-afternoon giving the BRS lorries first pick. I always felt that the BRS drivers thought they were superior to us underpaid, unwashed roaming cowboys. But it gave us a chance to meet up with all our mates and exchange stories about our travels.

Some drivers are now long gone, others still around. Lots of legends started as one man operators, such as Boyes Brothers, Tyson Burridge, Don Bewick, Stammers, Johnston’s and Willie Warren – always good for a couple of quid till the weekend.

Duncan Hill, now there was a character. When a driver came into the tearoom he always

shouted the teas and crashed the ash. Never Duncan, he was always the skinflint. Anyway, this day it was my turn to buy the teas and on this rare occasion I handed the fags round. A loud cheer went up and I took a bow. A week or so later Duncan came into the tearoom. He spotted me and made a beeline towards me and said: “You short-arsed little git, pull a stunt like that again and I’ll kick your backside.” As ever the Artful Dodger, I had nicked the fags out of Duncan’s donkey jacket pocket as he sat

John Curwen, the BRS traffic manager, always the gentleman in his profession, popped his head around the canteen door (saved by the bell again) and shouted: “Right Shortie, nip up to Marchon and pick up a load of 45-gallon drums for Liverpool Docks.” I duly arrived at the Marchon traffic office and collected my pick-up notes – load of drums, then nip round to S6 and pick up some cartons of soap powder for Stanley Dock.

Why did these masochistic traffic office wallahs always take

about eight o’clock, quick bite to eat and a wash, kissed the kids goodnight, then into bed. Said to Robina my wife: “Get me up at midnight; going to Gladstone Dock. Gotta get there early.”

After Robina had traversed the stairs a million times and smoked a packet of Ardath trying to breath life into this ‘corpse’, a quick wash, Camp Coffee and toast and I was on my way from Keswick.

Us Lakeland flyers were known as the Midnight Cowboys. First stop, Mayfield Transport Cafe at Garstang for a wind-breaker breakfast (beans on toast, the staff of life) and a pint mug of sweet sludge they called tea. The Mayfield has long gone – it’s now a hotel.

How many times these days do you read stories in magazines about bus depots, haulage depots and factory sites in the UK, and the author often says: “The site is now a supermarket.” Reckon Britain has more supermarkets than any country in the world. Was it Napoleon who said Britain was a nation of shopkeepers?

I arrived at Stanley Dock about 6.30am and joined the queue of lorries. Finally got my first drop-off, then over to Gladstone Dock. The queue was about half a mile long. Stayed in the queue all day, then ‘cab hotel’, making sure not to lose my place in the queue.

“Yes that’s right, they are waiting for it, even though I was there last week and they had milk powder stacked to the rafters.”

next to me.

Then the prophetic words from Tyson. Johnston’s new eight-legger passed him in The Lakes early one morning. “Never seen anything like it, just flew passed me. Has the new Gardner 150 and it’ll be a long time before anything can tame that beast.”

Yes!

They really were a happy breed of men back then. But sadly the camaraderie, like the British lorry makers, has long gone.

great delight in messing up your day. I used to cringe when they tried to tell us how to do our job; considering that the furthest most of them had travelled was on a once a year outing with the Methodist Chapel to Morecambe.

I was loaded by six o’clock, quick rope and sheet and I was on my way. Heads turned as I roared through the narrow streets of Whitehaven in my Commer TS3. Arrived home



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Was sure my cab door handle was tried a million times, most likely by a chancer scouse checking to see if I was all right.

Next morning, sitting in the line of lorries, who should pull alongside me but Billy Pattinson, an owner-driver loaded with drums from the same batch as my load. "Follow me," he shouted. I felt like I had won Vernons Pools as I pulled out of the queue. The looks I got from other drivers could have killed me. I followed Billy through the dock gates and into a dock warehouse where a checker was waiting to unload us. Billy pushed ten bob into his grubby little hand and he looked at me and winked: "I borrowed it off him last week." Often wondered how these owner-drivers got a quick turn round.

I finished unloading, not forgetting that I had to tip the drums on their side, fix the chain hooks then jump down and remove the hooks and chock the drums. Makes you wonder why the dockers' union cried foul play when they lost their jobs. What jobs? They were, in my mind, the laziest buggers on the planet.

Just as I was about to climb up into my cab, two gentlemen with rearranged faces, looking for all the world like Arfur Mullard and Nora Batty with Beatle haircuts, came up to me. "Yur ar rite dare ar kid?" Sounded like John Lennon with adenoids. "Look", one of them said, "Uz er like, we wurk for John West and we'z have a dozen cases of tinned salmon which have been rejected like. Could you please take them to this warehouse, there's a fiver in it for you and a carton of salmon. Can't be far-ur than that ar kid. Don't tell your boss, we will give you the delivery address outside the dock gate."

Now Willie is not the sharpest knife in the drawer, but this had Ronnie Biggs written all over it.

As I climbed into my cab after rejecting their offer, they started to get stroppy. Just then a bowler hat with the ubiquitous clipboard came over. "Everything all right?"

"Yeah we wuz just givin ar kid directions." I was out of there like a shot. As I approached the dock gates, two burley policemen stepped into the middle of the gateway and held up a hand. "Right driver let's have a look in your cab. Also undo those tarpaulins." I came out in a cold sweat. Willie you just used up one of your nine lives.

Nearing the end of the load, as I came to the last drop, I rolled the tarpaulin back; the last thing I heard was a loud "Below!" When I came to, I realized a bag of Bentonite had slipped out of the sling and hit me on the back, covering me from head to toe, and my tarp, in white powder. "Sorry about that ar kid," a voice mockingly shouted, "we wuz too late."

As I cleaned myself off best I could, I continued to rope and sheet. Then I heard this familiar nasal voice say "Yu ar rite dare ur

"I was out of there like a shot. As I approached the dock gates, two burley policemen stepped into the middle of the gateway and held up a hand. "Right driver let's have a look in your cab."

Next step I phoned the boss and was told to pick up a load of Bentonite for Alston Iron Foundry, which like most UK Industries is long gone, just across from Gladstone Dock. Bentonite is mixed with sand, rather like white cement, to make casting moulds. I told him about my luck with Billy Pattinson getting priority treatment. "Nothing stopping you doing the same, just as long as you don't put it on your expenses. After all, it's for your benefit," came his reply. My old boss Jimmy sure was a classic, as he always used to say "give them enough wheels and they will drive them for nowt!"

As I pulled under the loading gantry the rain started to pour down. Why was it those bonded warehouses always loaded you outside – in all weathers? Ten bags a drop came down the hoist. I hated the damned stuff, stuck to everything as it got wet – like the proverbial blanket.

kid?" I looked round, and who should be standing in the warehouse doorway, grinning like the proverbial Cheshire cat. None other than Mr & Mrs John West. Ah well, such is life, at least it was better than spending a night in the slammer.

Now for the easy part, the long hard slog over Shap on the old A6, but no problem to my TS3 flying machine. The only thing that passed me was obviously going the other way. Then Hartside to Alston. Had supper at Brock Cafe and a bit of a wash. Called in the Shepherds Inn at Melmerby for a couple of pints, just to make the boy sleep sound in the 'cab hotel' on top of Hartside Pass.

Next morning, as I made my way down into Alston, the snow was starting to come down heavy. Ever been to Alston? Funny old place, always looks as though time has stood still. I fully expect to meet Fagan, Mr Bumble the Beadle or the 'orrible

Bill Sikes. A TV series about Copperfield-Twist was filmed at Alston and the continuity people didn't have to change a thing.

Started to unload at the foundry eight o'clock sharp. Even the girls got stuck in, humping hundredweight sacks. Sad day for the small town when the foundry closed. It worked from 1940 until 1980 – 200 workers lost their livelihoods.

I often think about one chap who worked there. A tipper lorry would arrive with a load of special foundry sand, tip her up, then this old boy would shovel the sand into a wheelbarrow, then wheel it into the foundry. Just as he finished, the tipper would arrive, tip another load and he would do it all over again. Did this for 20 years – and you think your job is boring, that's assuming you have a job.

One thing about lorry driving back in the old days, every day was different and you made contact with people, customers, saints and sinners.

Next stop Border Dairy Carlisle (long gone to make way for a supermarket). Load bags of milk powder for Little Lever, Bolton. Yes that's right, they are waiting for it, even though I was there last week and they had milk powder stacked to the rafters.

Yes, you could say us unwashed roaming Midnight Cowboys earned our keep. Often think to myself, boy I must have been ripe when I arrived home at the weekend. An old timer once said to me: "If everyone in Britain worked as hard as the British lorry driver, Britain would be the richest country in the world."

**Bill 'Shorty' Davidson
New South Wales
Australia**

Fantastic letter Bill! Have ANOTHER prize! –Ed.

More lost years

I AM writing with regard to the article *The Lost Years* in the February issue of *HC*.

In the early days of the Second World War, I was sent with three mechanics to Blackpool to collect vehicles requisitioned by the government. They were stored in the Blackpool Gas Works yard.

After a short discussion it was realised that we could take as many as we wanted, so it was decided on four. This meant

that I was co-opted to drive one. I immediately jumped into a Morris Commercial. Coming from a Manchester Bedford (and Armstrong-Saurer) main dealer, this was very different and I had to try it. It looked brand new and had military type tyres.

Before departing, a whispered conversation went on – I wasn't about to leave the driver's seat! Then one of the drivers shouted: "We're going over Belmont. Keep close to

me, you'll be all right."

Anyway, this lorry was a beauty, no rattles and a warm draughtproof cab. But the tyres did make a lot of noise at speed (20mph).

The reason for this route was that I did not have a licence and there was less chance of being stopped by the law.

Within days, after a quick service, a six-wheeled canvas-covered, forward control Morris(?) Army lorry arrived. A group of squaddies jumped

out and off they went in the lorries we'd collected.

From that day on I always reckoned the Morris was as good as any Bedford, more so after finding a small Morris six-wheeled breakdown truck that had survived the Japs' period of Singapore occupation with honours. But as they say, that is another story.

Bob Howell
Via email



Remembering back when...

Just received the March issue of *Heritage Commercials* and was looking forward to reading the scheduled article on Baron Trucks – has it been postponed? I still have a number of Baron catalogues on file and remember visiting the Baron site

in, I think, around 1966. The vehicles were based on Commer and Dodge components (see the Dodge radiator grille on the bus illustrated).

The article on Barry Goodman's charming Austin Seven van was interesting

personally, as I worked with the late John Heath, taking over from him as manager of the commercial body shop at Hazlemere Motors, Waltham Abbey, Essex, in the early 1970s, when he decided to work for himself full-time as a car restorer.

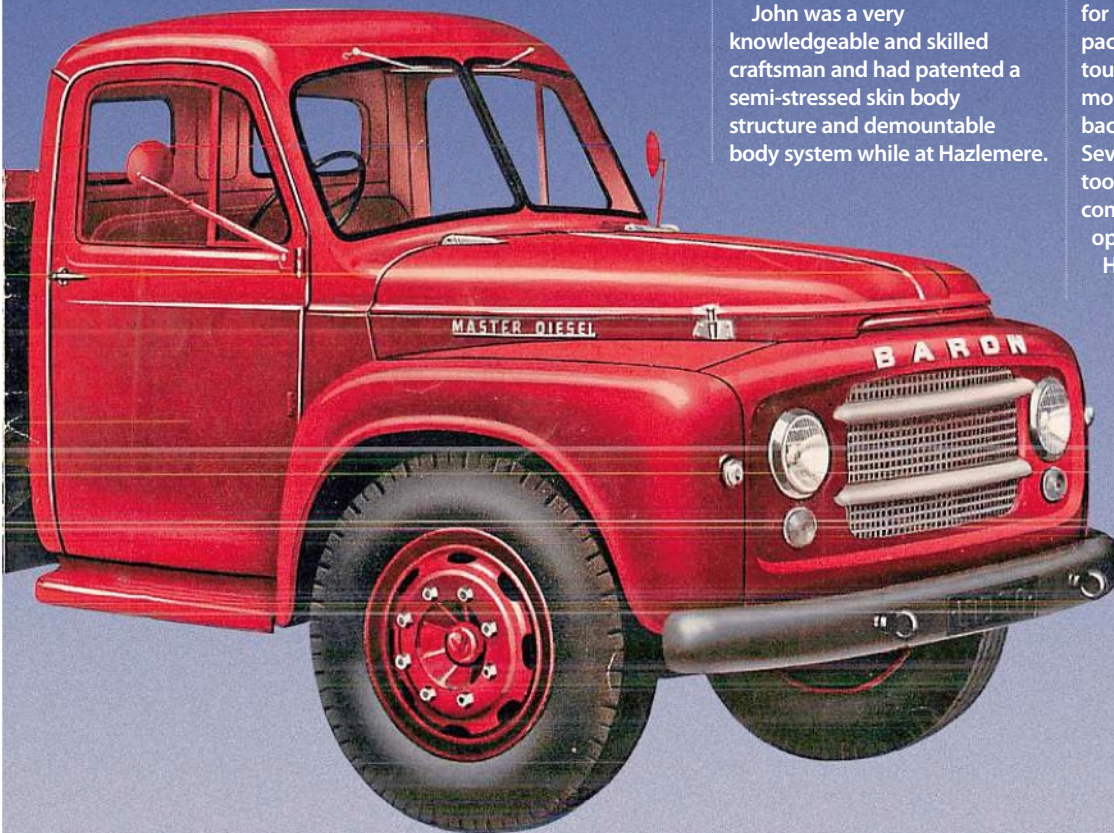
John was a very knowledgeable and skilled craftsman and had patented a semi-stressed skin body structure and demountable body system while at Hazlemere.

I remember him driving a beautiful Alvis TC21/100 'Grey Lady' saloon at that time, and he also owned a vintage Chevrolet which he had rebuilt.

We spent one enjoyable day at the famous Jack Mullen coach and lorry auction. I thought him quite bohemian at the time, as for his summer holiday he would pack the family into his car and tour around Europe until the money ran out, before coming back home to his beloved Austin Seven business. Sadly, he died too young, but I believe the company he started is still operating, now as Heath & Huckle, and still at Much Hadham in Hertfordshire.

Alan Young
Winchester

Thanks for your letter Alan. The Baron article will be featured soon but has had to be postponed due to events beyond our control. To change the subject, I've long admired John Heath's Austin Seven creations. Shame I can't afford one – or a 'Grey Lady'. Superb car! – Ed.



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AUSTINS ABOUT

IN THE February 2014 issue of *HC*, you were asking if anyone had driven the 3-5 ton Austin trucks with normal control. The company my father and I worked for were changing from these trucks to the new Bedford TK trucks in the early 1960s, so we were still using these as spares when the TKs were in for service.

They were on furniture delivery for Harrison Gibson of Ilford, Essex. We used to deliver to local destinations and also around the Home Counties.

I believe they were quite early models as they had what I would call a floor starter (you switched the ignition on with the key and then pulled the rod that poked up through the floor to activate the starter motor).

They were chassis and scuttle vehicles with Luton bodies, but I do not know who built the bodies. The cabs, as you can imagine, were quite sparse. They did not have heaters or adjustable seats, just

a big bench seat right across the vehicle. When my dad drove them he had to use old settee cushions to push himself forward so he could reach the pedals! They had four-cylinder diesels and four-speed boxes.

I first learnt how to handle a lorry thanks to my dad letting me drive these lorries when we were out of town in the sticks. I was 17-18 at the time. The company also had two later models which had twin headlights and six-cylinder engines. These were used for deliveries to the company's shops that were in various towns up as far as Doncaster in the north. If I remember rightly they were called Loadstars.

I am now retired and I must admit that I had a good and varied career in driving. I have driven lots of different lorries over the years so you could hear from me again.

Peter Field
Via email

Grandfather Rights

HC READERS may be interested to hear of my recent experience with the DVLA. My lorry/bus entitlement came up for renewal on November 12 last. The renewal application only arrived on October 30, so I hurriedly booked a medical examination and returned the application form November 5.

By November 29 I had heard nothing so phoned the DVLA, only to hear that my renewal was refused because my spectacle prescription was greater than 'plus 8 dioptries' in contravention of an EU directive issued in March 2013.

My optician assured me that there had been no change in my eyesight over the past 15 years and I therefore enquired of the DVLA about my Grandfather Rights, having held a PSV licence since 1965 and an HGV licence since its introduction in the 1970s. The DVLA told me that Grandfather Rights did not apply.

Another concern at this time was that due to their unacceptable delay in responding to my application, I had been driving coaches in France and Belgium without a licence.

I was understandably very distressed by this whole situation and contacted www.roadtrafficrepresentation.com – an internet legal company specialising in the defence of drivers accused of road traffic offences. The service I received was first rate. Road Traffic Representation scrutinised the DVLA's interpretation of the EU directive and concluded that Grandfather Rights most definitely did apply. The burden was lifted from my shoulders.

After much stalling and fighting bureaucracy and thanks to the tenacity of Martin Langan, the managing partner of RTR, the DVLA has finally granted my renewal. Of course, in the meantime I have lost more than two months' work and Mr Langan is pursuing compensation on my behalf.

I cannot praise RTR enough and I would strongly recommend the company to any drivers finding themselves at odds with the DVLA. I wonder how many drivers have wrongly been refused renewal since this incorrect interpretation of the directive of March last year?

Chris Thomas
Via email





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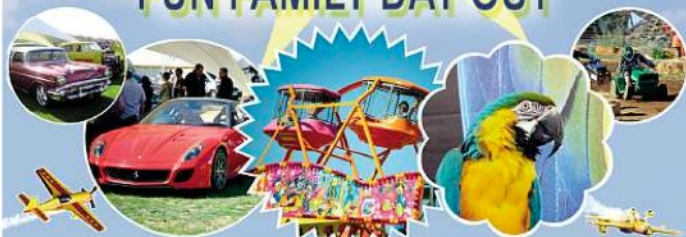
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W Len's old Wagon



Renown – a real legend in the heavy haulage world.



In its time, Renown must have been the biggest/hardest worked artic low loader in the land. The Howard brothers of West Yorkshire describe themselves as the vehicle's current custodians because, as far as Wynns fans are concerned, it will always be Len Dobie's old wagon.

Words: Bob Tuck **Photography:** Bob Tuck/as stated

We sometimes forget. We look at the burnished metal and admire the superb restoration but really first thoughts should be of the vehicle when it was being worked, with special regard to the guys (and girls) who were sat behind the steering wheel. Because, simply put, without its driver a truck wouldn't go anywhere.

In huge operations where vehicles might be double shifted or double manned, a truck may have had many drivers. But even in big fleets, it's often good business sense to try and allocate one truck to one driver; so no wonder – often's the case – an outfit is simply referred to in that concern as being Tom, Dick or Harry's wagon to signify this link.

In the heavy haulage game, this link is paramount because to get the best from an outfit you need a driver who is both sympathetic to his charge and has an affinity with it. And while the big names of old – like Pickfords and Wynns – had huge tractors (with great drivers) aplenty, occasionally one of these would stand out from the pack as being something rather special.

It's because of this reason that the brothers Simon, John and Andy Howard simply refer to KAX 395P as Len's old wagon. This Ossett, West Yorkshire based trio have owned this Scammell since October 2007 but Simon reckons they are simply the vehicle's current custodians: "Renown has so much history attached to it," he says, "and even if we ever sold the vehicle on, that wealth of history would stay with it."

In *Heritage Commercials* October 2013 issue, Ed Burrows' feature of the Wynns fleet recounted the company had 28 Scammell Contractors. You have to be a serious Wynns anorak to be able to recite the details of all of these verbatim, but ask any heavy haulage fan about Wynns Renown and you'll probably get a smile of recognition.

As we'll explain, this particular Contractor was something of a one-off – so far as the UK was concerned.

And while one or two drivers got behind the wheel, it was to be Len Dobie who put his stamp on it.

WHICH COMES FIRST – TRACTOR OR TRAILER?

In the mid-1970s, the big crew cab Scammell Contractors were coming to Wynns in their droves. And when KAX 395P took to the road on June 1, 1976, as a 240 tons gross train weight box tractor, it was just one of many (if you can ever say that about a huge Contractor) that Wynns put straight to work. Given the name of Renown – Wynns loved giving its big tractors evocative titles like this – it was also allocated the fleet number of 123. However, it didn't stay like that for very long because Wynns' engineering guru Stan Anderson was behind the creation of one very special semi-trailer which in turn required a special tractor to pull it.

We are all used to the idea of building heavy haulage trailers up in a modular fashion and this concept was growing apace during the 1970s. In the main, this was for drawbar operation but Stan went to France to see the trailer builder Nicolas with the desire to be able to produce a semi-trailer that could be built – and taken apart – to suit a variety of jobs.

One of the problems hauliers like Wynns had with heavy haulage artics was not stressing the tractor unit too much. Folk weren't really using eight wheel tractor units back then although some were trying jeep dollies – a small extra set of wheels clipped on to the drawing unit's fifth wheel. As well as being awkward to reverse, there was always a legal question mark hanging over their use, so for heavy work the drawbar tractor with flat top trailer was long the preferred choice if you had something like a 100 ton lump to move.

This all changed when Stan returned from France because the visit was to spawn the 'neck 2 – bed – 4' layout of semi-trailer. This code denotes a semi-trailer consisting of an adjustable gooseneck kitted out with two Nicolas axles; this was linked to a trailer bed which could vary in length with four (or more) axles attached at the rear.

Having two axles right at the front was a big help in not transferring too much on to the tractor unit and, make no mistake, this design/concept was revolutionary. All right, we'll come to the headaches of trying to operate it in a minute, but first concern for Wynns was



Simon Howard, centre, with his elder brother Andy and Simon's son Jack.



The interior of the left-hand drive Scammell has a real patina of age – fantastic.

what sort of artic tractor unit it could produce to hook to the front of this. To get the best out of it, the company wanted something rated for at least 150 tons gross combination weight. And while Stan had prevailed on Scammell to produce Wynns a 100-ton gross version of the Crusader (which it called the Amazon) the plan to produce a 150-ton Crusader never got off the drawing board.

However, the answer was found already working in the company's fleet. And while it might have seemed crazy to start cutting up an almost brand new motor, it was to transform the destiny of Renown.

NARROWER AND QUICKER

Converting a ballast box tractor into an artic unit is a conversion which has been done before. Actually Wynns had already used one of its small cab Contractors – JDW 147F – in such a dual role (artic or carrying a temporary ballast box). It was able to do all manner of work in its workshops so the narrowing of the back end of a big Contractor – to 8ft 6in wide – and the fitting of a fifth wheel, smaller tyres etc., wasn't a hard job. As the artic would probably 'just' run up to say 150 tons gross, the rebuild saw new lighter weight diffs fitted which raised the top speed potential to over 45mph. At first glance, it looks as though Renown still has a heavyweight 240-ton type rear bogie as the half shaft ends are of this heavy duty type – but it doesn't, it's 'only' a 150 tonner.

This wouldn't be the only Contractor artic that Wynns' workshop team converted into artic use because a number of these conversions were done on the Contractors, and Wynns took them to Sudan for the testing work carried out there. However, Renown was to be the only artic crew cab Contractor worked in the UK. And allocated with the new fleet number of 600, it was to be based at the company's Manchester depot (then on Barton Dock Road, Trafford Park) where Len Dobie (driver) and Barry Cooper (steersman) were to be its regular crew.



The engine has had some work done on it since the Howard brothers bought it. That reflects how hard the Scammell has worked in its life.



The temporary ballast box was made by Graham Booth, and is of the type used and made by Wynns to convert artic units into box tractors.



The outfit when nearly new. PHOTO PM PHOTOGRAPHY.



Renown's crew – Len Dobie (left) and Barry Cooper. PHOTO COURTESY RUSSELL DOBIE.

As I said earlier, there were one or two idiosyncrasies about Renown. Although modern day trucks have road tax according to their plated gross weights, back in 1978, a truck's excise duty was calculated on its unladen weight. An artic unit had to be coupled to its respective trailer to calculate that weight so in the case of Renown – with its ultra heavy Nicolas semi-trailer – the annual duty that had to be paid was an eye-watering £5000 – honest.

No wonder Wynns wanted to keep this big Scammell busy, but getting the hydraulics on the trailer axles and gooseneck sorted wasn't easy. If you took too much weight off the tractor, you wouldn't get proper traction, as Peter Wynn observed when he was seeing the new one-off outfit come back on to dry land in Scotland. Loaded with a 105-ton regenerator from GEC Larne and destined for Mossmorran, a combination of a greasy road surface covered in morning dew prompted the Scammell to have wheel spin on the climb out of the docks. And the only way progress was resumed was to get a pull from a local 6x6 Leyland Martian recovery vehicle. You'll always encounter strange situations like this in the heavy haulage world, but don't forget we are talking about an outfit which often grossed close to the 150 tons mark on a daily basis.

ON THE ROAD WITH LEN

During the 1970s and early 80s, Wynns' workload was particularly high. Not just in the UK because Len – and many of the other Wynns staff – could be quickly flown over to Sudan and spend months on a demanding job out there. Of course, back at home Len was apparently very meticulous about his motor and if anyone dared use it while he was away, there'd be hell to pay if they didn't look after it.

“Renown was a lot tougher and more reliable than the Amazon (Crusader) 6x4s,”

When Renown had first been converted, it had been taken to a coachbuilder in Manchester which had added a number of cupboards and a full length bed. “The bed was for my dad,” says Len's son Russell, “as if they couldn't get digs, Barry used to sleep across the seats.”

One guy who Len apparently took under his wing was the late Brian Maloney – or Bolton

Bill as he was nicknamed. Brian normally drove a Wynns 100-ton Amazon but if required he moved up to Renown while Len was off – or working abroad.

Among the jobs Len did, we like the tale of how he and Renown moved around 300 straddle carriers – each 23ft high and 14ft wide – from Ferranti in Manchester to Salford docks for export. The first 14 mile trip took 11 hours to complete but apparently once all the overhead wires were sorted to Len's satisfaction, the combination could do the run in 60 minutes.

Back then, the police did all the abnormal load escorts and one day while waiting on the motorway for the next escort, the cab on the Scammell apparently caught fire. Like most heavy haulage crews, Len and his team had rigged up a cooker to make a brew and, unbeknown to them, the flames had ignited the back of the cab although quick thinking meant damage was only minimal. And it's for that reason the repairs to the back of the cab in different wood are still noticeable now.

As the 1980s progressed, another thing that became noticeable was the falling away of heavy haulage work. Not so much for Len, but at the top end of the tree there seemed less need for the huge girder outfits and both Wynns and its big competitors Pickfords began feeling the pinch. Retraction of the fleet and the operational network took place in the heavy haulage world which culminated – in

1986 – with the merger of Wynns & Sunter Bros (which were both part of BET then) into Econofreight Heavy Haulage.

This saw the closure of Wynns depots around the country and although Len commuted to Stafford for a while, he was to leave Wynns with close on 30 years' service. Len's son Russell recalls that Chris Bennett Heavy Haulage was looking for an experienced heavy haulage driver from the old school and of course Len fitted that requirement to a T. The move did mean that he parted with his old motor Renown, although as things turned out, the combination would be later reunited.

THE LAW CATCHES UP

It still kept its Renown name but when painted in blue and white, Len's old Scammell fell under the control of Econofreight manager Mike Hetherington: "I never met Len Dobie," recalls Mike, "as by the time we took over Wynns, the Manchester depot had already been closed. Newport stalwart Billy Wade was Renown's driver during my time in Stafford. Billy had worked with John Wynn driving S24 tippers on the Port Stanley re-construction in the Falklands too."

Ex Sunter driver Peter Clemmett has strong memories of Len and Renown: "Len was a good man at the job and very much old school," recalls Peter. "I did a couple of trips with Renown and the strongest memory is how hard a ride it gave when it was empty."

The merged Econofreight/Wynns/Sunter operation meant there were six wheeled tractor

units aplenty in the fleet, but to start with Renown was unsurpassable for its strength and capacity as an artic unit – but that accolade was short-lived: "Renown was a lot tougher and more reliable than the Amazon (Crusader) 6x4s," says Mike. "It was also capable of accepting higher 5th wheel loads than most artics due to the massive Kirkstall axles the Contractors had, although the revisions to the STGO regs in the late 1980s put paid to anything over 16.5t on each drive axle. The arrival of Scania 142s and the S26s meant they took over the heavy artic work. I had the old Econofreight SWB S24 A516 HVN turned into an artic at Stafford, but that's another story."

Look at the Scammell plate inside Renown's cab and you'll see its drive axles are given a mega 20 tons capacity. However, creation of the new Categories 1, 2 and 3 for heavy haulage work meant the Scammell could legally only go up 16.5 tonnes per axle. "I think the reason to part with it was a case of the number of 6x4s we had on the books and the age of Renown was the decider for Mr Llewellyn," says Mike.

This was the first of several tractors that went to Roger Geeson's yard at Ripley. While a lot of them ended up being bought by ALE (including the special Nicolas semi-trailer that in 2013 is still being worked), Renown was first bought by David Crouch. He in turn quickly sold it on to another dealer – Hardwicks – and it subsequently passed into preservation to an owner on the south coast.

FRIENDS REUNITED

Restored to its stunning best in Wynns livery, it later became a well-known sight (during the late 1990s) on Ringwood Road in Poole as then owner Robert Roberts parked the vehicle in his front garden. It was problems with storage that encouraged its sale and by 2001 it had been bought by prolific collector/restorationist Graham Booth.

Taken back to Graham's base near Southport, it was sandblasted and painted up again; and although still in artic unit form, Graham built a ballast box from a Diamond T to carry on the back. This temporary conversion was similar to what Wynns did when Renown was in its service and it certainly looked the part – as Len Dobie testified.

Hearing that his dad's old Scammell had come back north, Russell Dobie arranged a trip of some of the old Wynns guys to the Booth home just before Christmas in 2001: "Len got a bit emotional," recalls Graham, "as he couldn't believe how his old Scammell was



Renown in Econofreight colours transporting a small preserved steam loco on one of the King three-axle steerable low loaders. PHOTO MIKE HETHERINGTON.



Renown at work. Note the trailer's axle configuration could be altered – there is no bed and the six axles are together PHOTO DAVE LEE.



This shot of Geeson's scrapyard in 1991 shows some of the ex-Econofreight/Wynns Scammells lined up for sale. Renown was sold in a similar fashion but in 1989.



almost just as he'd left it 15 years earlier."

Graham had included both Len and Barry Cooper's names in the signwriting and it was fitting that when Renown was later on display in Astle Park in 2005, this old Wynns crew would get together again to drive the big Scammell round the arena one last time.

Russell recalls that his dad stayed very active virtually all of his life and he died in July 2011 at the age of 83. Len of course drove all sorts of motors in his life although the fact that Renown has kept going was something which pleased him very much.

Now kept at Ossett in West Yorkshire, its current custodians – the Howard family – have a great story to tell too. But so far as this slice of transport history goes, Simon Howard wants the life and times of Renown to take centre stage.

The Howards have certainly had some input into keeping this hard-worked Scammell going, as they rebuilt the engine about 2008 (when

the liners were detected as being porous); and we love the huge banner they've made to display when Renown is on show.

We promise we'll come back to the story of the whole Howard family and their neighbour Michael Jackson (the reason why some of the Howard brothers got into transport) at a later time. Simon gave us a tantalising glimpse of a home-grown restoration project he hopes to unveil not too far in the future, so we'll be back to see him – and that Scania.

But the last thing Simon insists on us hearing is the sound of the Cummins' Jacobs engine brake fitted to Renown. He twirls the big left-hand drive Contractor out of his yard to climb the nearby incline just so he can drive back down again and sound off with the Jake Brake in action. No surprise, we love that head-turning bark and no surprise that we wonder if Len's looking down with a smile on his face. I'm sure he'd be well chuffed if he knew that folk were still having their attention grabbed by the performance of his old wagon.

Scammell Contractor CT

Model:	24C33X521
Chassis No:	WHV 4529
Year:	1.6.1976
Registration:	KAX 395P
Engine:	Cummins
Gearbox:	RV30 8-speed, semi automatic. No clutch pedal.
Gross train weight:	240 tons originally
Top speed:	48mph
Fuel returns:	5mpg



Before we left, Simon took the Scammell up the road just so we could hear the Cummins Jacobs engine brake at work. Awesome.

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In the RECOVERY POSITION

Bert Lambert spent many years recovering broken down and crash damaged coaches from all over the UK and Europe – and still owns the Bedford TM he used at the time. **Alan Barnes** paid him a visit.

Words: Alan Barnes **Photography:** Alan Barnes / Bert Lambert



The TM was originally a tractor unit operated by Central Plant Hire from Wombourne near Wolverhampton.

Last year the 'Kentish Riviera' enjoyed one of its best summers for some years and while the warm sunny days were most welcome, trying to find a quiet location for a spot of lorry photography in the seaside town of Broadstairs did prove to be rather difficult.

With Bert's son Andrew at the wheel, the superbly turned out TM was treated to a morning at the seaside with a visit to nearby Joss Bay.

A year or so ago I had photographed the Dennis Pax breakdown truck which Bert has also restored, and while that vehicle was very much a period classic, the S Registered Bedford TM had been used in his business and had given many years of reliable service. This was the lorry that had been kept when the recovery business was closed in 2009 and since then has been completely restored.

Bert started his commercial vehicle repair business in Broadstairs in November 1979 and as the business grew he ventured into the recovery of broken down lorries and coaches. The first recovery vehicle which he had built

was based on a six-wheel Leyland Bison chassis with double drive and a fixed head engine, and in the trade it soon became known as the 'Headless Wonder'. The 12 ton hydraulic lift and recovery body had been fitted to the Leyland by TFL Fitments at Sandy in Bedfordshire.

As Bert recalled "Phil Reno was the person responsible for the design and building of the equipment and what a superb job he made of it. The early 1980s were a difficult time with the country in recession and things were difficult for many companies especially small businesses like mine which had only been trading for some 18 months.

"I needed to finance the new truck but finding anyone willing to lend in that financial climate was difficult and the banks I approached did not want to know. I was eventually introduced to Roy Duncan who worked for General Guarantee and he was able to set up the finance package for me despite the fact that many finance companies tended to walk away from recovery operators as they were classed as a bad risk.

"However, thanks to Roy's efforts I was able to get the Leyland completed and as soon as it was finished it went straight to work in the immediate area as there were no other heavy recovery operators. The nearby port of Ramsgate was very busy with Sally Line, the main operator, and coaches and heavy lorries using the port 24 hours a day and seven days a week.

"There was also the Hoverport at Pegwell Bay which was used by a number of coach companies. The seaside towns, especially Margate, were very busy in the summer and there could be over a hundred coaches a day coming into the area with the weekends being especially busy. Even by the law of averages some of these vehicles would encounter some sort of mechanical problem and this is how I met Sid Draper who operated coaches from just outside London.

BUILDING THE BUSINESS

"I recovered one of his vehicles which had suffered engine problems and I must have done something right as he soon put the word





around and he generated a great deal of business for me. He later added a coach spraying service to his operation and following a suggestion I put an advert for my business in Coach Mart magazine which brought me more new customers. I received a telephone call from Bill Hogg who was operations manager for Wallace Arnold and Evans Evans Tours which operated a great number of vehicles out of King's Cross. He asked if we could attend a Ford coach which had developed a fault with the brakes and was stranded at the Hoverport at Pegwell Bay. The coach was recovered with the Leyland and brought back to our workshops where we also carried out the necessary repairs.

"It was not long after that particular recovery that I was contacted again and this time the job would take us a little further afield. Pegwell Bay was practically on our doorstep and the previous recovery had been straightforward but this time the request was to recover an accident damaged vehicle from France. The coach was a Volvo B120M with a Plaxton Paramount 3200 body which had been involved in a freak accident on a French motorway, where a gust of wind had blown down a road sign into the coach's path. The driver could do nothing to avoid the obstruction and was trapped in his seat but thankfully soon released thanks to help from a passing German lorry driver and the passengers on the coach. I made the ferry arrangements through Dover and off we went with the Leyland to make a successful recovery and the damaged coach was brought back to the UK and taken to Plaxtons in Scarborough to be repaired.

"I received another call, this time from Wallace Arnold in Leeds and fleet engineer Eric Stockwell asked us to recover a Leyland Leopard with engine trouble from Dover and bring it back to the depot in Leeds. Although these Wallace Arnold depots both operated their own breakdown vehicles they seemed to prefer to use my firm for any long distance work and I was certainly not going to turn away good business. It was becoming obvious that a great number of coaches operated by the UK tour companies were breaking down abroad and this really marked the beginning of our 'continental adventures'.

"I always sent two people on these recoveries, Gerry Soper and Jim Hall, and over the years these two made regular recoveries from Spain, France, Germany and Italy as well as many other destinations all over Europe. These trips were pretty uncomfortable for the crew as the Leyland Bison only had a day cab and I realised that perhaps it was time to move on from this particular lorry.

"Our services were mentioned in the March 1983 edition of Coach Mart, which reported that: 'Operators encountering breakdown problems at home or on the Continent will in future be able to call Lambert's 24 hour breakdown and recovery service to their assistance. Situated in Dane Valley Road in Broadstairs only 30 minutes' drive from Dover, the company is well located for a quick getaway on any Continental job. They claim that thanks to agreements with the ferry companies they can usually be on a ferry

within an hour of receiving a call.' That report was very useful and certainly raised the profile of our services."

BETTER BY BEDFORD

"I had always liked the look of the Bedford tractor units, especially the TM, and so the hunt for a suitable vehicle began. At that time there was no internet so it was a case of either phoning around the dealers or searching through the pages of classified advertisements in the various truck magazines. I managed to track down several tractor units with sleeper cabs and then found myself travelling around the country to view each one. This was another eye-opening experience as often what you actually view and test drive does not exactly accord with the picture or description in the original advert. At a Scania dealer near Birmingham I found a day-cabbed Bedford TM with a Detroit V8 engine which had been traded in by Central Plant Hire from Wombourne near Wolverhampton for a new Scania. The TM had been built in 1978 as chassis number GW456629, a TM3800 4x2 tractor unit with an 8V-71 engine, and was first registered in April that same year. The cab was very tatty but money had been spent on the engine and all the running gear seemed to be in good order and the sound of that Detroit engine certainly stands alone from any other vehicle. Although not quite what I had been looking for this vehicle did have possibilities.



"The Scania dealer had a subsidiary company called Westmid Trucks (Engineering) Ltd which specialised in refurbishing cabs, axles, gearboxes etc. and the man in charge of this operation was Jeff Higgs. After discussions with him he agreed to fit a reconditioned sleeper cab to the TM and also stretch the chassis to make it the right length to take the recovery equipment. The deal was done and a call was made to Roy Duncan to sort out the finance. Incidentally I have not managed to find any pictures of the Bedford when it was owned by Central Plant Hire. The firm is no longer trading but if anyone has any information or pictures I would certainly be interested in hearing from them.

"When the work on fitting the new cab and extending the chassis had been completed, the next stage of the work was handed over to TFL and I contacted Phil Reno to explain what I wanted built. He suggested that as the equipment on the Leyland Bison was only two years old it would make more sense to have that modified and fitted on to the Bedford rather than incurring the cost of building new equipment. I liked this idea as it would be considerably cheaper and a call to Roy soon put the finance in place. As the business developed and more vehicles were acquired I purchased them all with finance arrangements through General Guarantee. Nothing was too much trouble for Roy and he did me proud during a business relationship which continued until General Guarantee ceased trading.

"The Leyland and the Bedford were delivered to TFL at Sandy and they

completed the job transferring and adapting the equipment in five weeks. With the Leyland off the road I still needed a vehicle for recovery work so I bought an AEC Mammoth Major six wheel recovery truck, which was fitted with 750 Holmes gear, from KEL in London and this allowed me to continue with recovery work. I duly received the call that the TM was ready for collection so it was back to Sandy and I collected the TM and its first job was to tow the Bison chassis back to the workshop.

"Almost as soon as I arrived home with the TM, a call came from Wallace Arnold to recover one of its coaches from France. Although the work on the Bedford had been completed, the vehicle had not been painted, so it was in this rather plain 'disguise' that the TM undertook its first European recovery bringing the stranded coach back to King's Cross. This proved to be the beginning of a particularly busy period but we did manage to get the TM painted, and during the summer of 1985 we recovered 27 coaches from abroad in three months. This was the boom time for cheap coach tour holidays before the budget airlines took away the business several years later. A week in Callela on the Spanish Costa Brava with full board in a hotel cost just £99 and thousands of British holidaymakers were flocking to these resorts for some guaranteed sun.

COACH INDUSTRY CHANGES

"However, such long trips did have some drawbacks, as compared with the vehicles on the road today, coach design was still in its infancy and most of the operators were running Ford, Bedford, Leyland and Volvo B10M coaches. All these had solid chassis and as far as recovery was concerned could be picked up on coach beams or lifting chains and blocks. The most common failure with these vehicles was engine trouble as they were mainly used for short haul trips or perhaps at most journeys from London to Scotland. They could not put up with continuous driving for 1500 miles with temperatures often over 90°C. Wallace Arnold was one of the first companies to buy Setra coaches which were supplied through Kassbohrer at Borden in Hampshire, and we soon struck up a relationship and subsequently attended many breakdowns at Dover Docks. However, the problem we faced was that the Bedford could

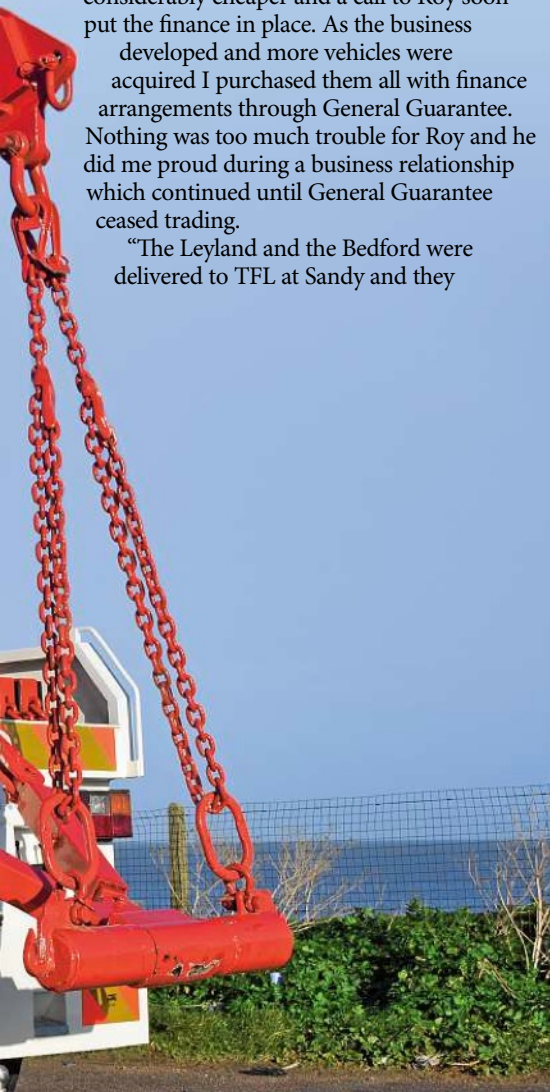
not pick these vehicles up. The coach had a towing socket built into the nearside bulkhead but this would not allow sharp turns to be made when the coach was being towed. We devised a bracket to fit into this towing socket so that it protruded 6in out from the front of the coach and then the vehicle could be towed confidently on a towbar.

"Most of the problems which occurred at Dover port were due to the loading and unloading angles from the ships with the most common faults suffered by the coaches being half shaft failures and the differential components. The Setra double-deckers had the drain plug on the back of the sump and when they were driven off the ferry the sump grounded and tore out the drain plug. We did recover quite a few double-deck coaches from abroad on a towbar with the Bedford but this proved to be time consuming and rather hard work.

"We continued recovering coaches from abroad until 1989/1990 and by this time the Bedford had amassed a great deal of mileage travelling many times to Spain, Italy, Germany, France, Yugoslavia along with many other countries. Some of the companies that we rescued vehicles for over the years included Carnell Tours, Freedom Travel, Applebys, Impact Travel, Hoverspeed, Smith Happyway, Spencers, Concorde Holidays, Smith Shearings, Zebra Holidays, Euroways, Evans Evans Tours, Wallace Arnold, Concorde Travel and Escort Luxury Tours, all familiar names in the 1980s but many no longer in existence.

"The turning point for us came in 1989 when another English recovery company opened a depot at Lyon in France and started recovering coaches as well as supplying replacement vehicles for onward travel. We could not compete with that sort of service and by this time the Bedford TM was certainly somewhat outdated. Recovery vehicles were being built with underlift equipment which could easily recover the modern chassis-less coaches which were now in common use by many operators. However, the Bedford TM remained part of the firm's recovery fleet although it no longer ventured abroad and it was still in use when I retired in January 2009.

"I sold the other 10 recovery vehicles but decided purely for sentimental reasons to keep the Bedford. In all the years that it had been in



Bert refurbished the TM when he retired, but it still does the odd recovery job.



Bert's first recovery lorry was this Leyland Bison. It's shown here recovering a Volvo coach that was involved in an accident in France in 1983.



The TM had its chassis lengthened and a sleeper cab fitted before the TFL body and recovery gear was swapped over from the Bison.



The TM leaving Dover with a broken-down Zebra coach.

action it was only repainted once and only broke down twice. The first time when a front wheel bearing failed, and the second time with a head gasket failure on one cylinder head. It does go to show how well these Bedford vehicles were made and I think that the demise of that once great company was a tragedy for this country.

“When I decided that the TM should be restored it was quite evident that the sleeper cab which had served so well had a great deal of rot in a number of places and my first inclination was to track down a replacement. However, all the ones that I found and looked at were actually in a worse state than the one already on the Bedford. The one thing I have never really been any good at is bodywork repairs so I telephoned a friend of mine, Richard, at R & W Recovery and Repairs at Moreton in Marsh. Richard runs his own recovery service and builds some of his vehicles and is skilled in bodywork and paint spraying and was just the man to sort out the TM for me.

“Richard agreed to undertake the work and the Bedford was duly delivered to his workshop. He managed to source new doors, side panels and a roof and anything that he could not find he fabricated himself. The recovery body was also looking a bit sorry for itself so this had all the rotten panels and

the floor replaced and the top lockers were also modified. Over the months that followed I paid him several visits to see the progress of the work although the planned fairly straightforward cab refurbishment had now turned into something of a major project. However, eventually it all came together and I received the long awaited call to come and collect the vehicle. Richard had completed a first class job and the Bedford really looked the part with its fresh red and white paintwork.

THIRD TIME UNLUCKY

“It was on the drive home that the TM suffered its third breakdown when the high pressure hose from the compressor burst but luckily I could just make enough air pressure to keep the spring brakes off and managed to limp back home. Finding a replacement hose proved to be something of a problem and after a fruitless search I had one made by a local hydraulic company and the Bedford was soon back in action.

“The next job was the signwriting and once again I used the services of Gary Wells from Whitstable who had previously signwritten my Dennis Pax. He has made a remarkable job of the Bedford and completed a first class piece of work. It is a great pity that his trade seems to be

something of a dying art given all the plastic lettering we have become accustomed to seeing on modern vehicles.

The first outing for the completed TM was the HCVS London to Brighton Run in 2013 and it picked up an award as third in its class. It has also been shown at The Kent County Show at Detling, the Preston Steam fair and the Lingfield Steam Fair when it was accompanied by the Dennis Pax. We are also planning to attend at least six steam and vehicle fairs during the coming year.

“The Bedford is still in commercial service and we are often called on to winch out vehicles stuck in the sand on our local beach and it is regularly used to tow commercial vehicles to various parts of the country. Obviously we now pick and choose the jobs we want to do and we have kept all the equipment and chains tested and fully insured for recovery work. Retirement is still interesting with the challenges which come our way from time to time and the next planned venture is the restoration of another Bedford TM, this one fitted with underlift recovery equipment.”

My thanks to Bert for proving the details of the Bedford and for allowing the use of some of the photographs from his collection. Thanks also to Andrew for his patience while the photographs were being taken.



The TM 'reflecting' on a life of hard work.

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SUPER GRAN

Converting cars into commercial vehicles has been going on since the beginning of motoring – particularly for very specialised purposes. **Dean Reader** looks at a few of the conversions done to Ford's 1970s/80s flagship – the Granada.

Words: Dean Reader **Photography:** Classic Hearse Register/As stated

In 2012 the Ford Granada/Consul, one of the few British-built muscle cars ever built, turned 40. You don't agree with that bold statement? Well, check out those American-esque curves and subtly wide bonnet bulge, the horizontal rear lights and the way the rear end and bumper encompass them. The whole package screams 1970s, especially when you look inside and see the classic black, brown or blue vinyl/plastic interiors.

More proof required for this Brit bad boy? How about the bulletproof Essex 3000cc V6, often seen in Ford's sportier models, and the heavy duty versions of the iconic Transit; or if we are talking about the South African 'Perana' models then the five-litre V8. Now do you believe me?

By the early 1970s, Ford needed to replace its controversial Mark IV Zephyr/Zodiac range of saloons and estates. And the cars it came up with were a vast improvement on its predecessors. Looks were of course in keeping with the other Fords and their 'coke bottle' lines and curvy 'bums', and trim levels/specs starting at the 'utilitarian' bottom working upwards to a more luxurious model. The suspension was now double wishbones up front instead of the old McPherson struts, and at the rear it was still coil sprung independent suspension but vastly improved – something that the police welcomed with open arms.

I won't dwell too much on the specifics but upon its introduction in 1972, we had the lower spec Consul and shortly afterwards the more luxurious Granada in both two-door (not sold in UK) and four-door saloon and estate models,

with coupe versions following later. Engine options were a 2-litre V4 or a 2.5 or 3-litre V6, with the V4 being replaced by the straight four 'Pinto' unit with the update in 1976. This saw the dropping of the Consul name, becoming the Granada 'S', and the whole range featuring slightly revised exterior styling before changing completely to the squarer, more European looking Mark II in 1977.

Whatever format you bought, you were on to a winner and all the models were a roaring success especially with young business executives, taxi firms, families, the police force and the funeral trade – and of course that's the subject of this feature.

COACHBUILDING AND CRAFTSMANSHIP

As you will read elsewhere, Coleman-Milne was the builder of choice for these modified cars, and here are two opposite extremes of how a Granada can be converted; commercials do not solely consist of 15cwt vans you know.

Starting with the simplest one, we have the Classic Hearse Register's head honcho Sandra Mitchell and her 1977 estate that she bought four years ago. This rare conversion is one of five Granada funeral cars she owns which include: a Woodall Nicholson job which is the only known surviving example; two Coleman-Milne SWB models (with one being pictured) out of four worldwide survivors; and a limousine, the earliest known conversion that appeared on the club stand at the Bristol Classic Car show back in 2012.



Mr Milne with the Coleman-Milne line-up circa 1975.

The featured car was known to her for years, having been parked up after a local funeral director called Charlie Leat retired; his other hearses were long gone but he kept this one – and everyone wanted it, including the local banger racers.

In 2010, luck was on her side when she went to look at it and was amazed by its condition; so she approached W Smith & Sons, the current funeral director in



This 'Rapide' ambulance is a long wheelbase version. Dig the 1970s clothes!



A Coleman-Milne 'Rapide' ambulance conversion on the move.



Bransgore, Hampshire, who obliged with the solicitor's phone number who was dealing with Charlie's estate (his property, not the actual car).

He duly contacted the nephew who wanted the car saved – a deal was done and a bargain £600 exchanged. A bonus for her was the fact the hearse conversion was still in the garage and included a folding removable deck, some bearer seat-pads and a wreath rail that simply bolts on to the roof gutter... thus giving a cheap, economical hearse that can also be used as a standard car.

Estates have long taken the place of actual vans with many businesses, and indeed with factory conversions like the Bedford Beagle/HA van they can in some respect be classed as light commercial vehicles. This conversion was by Thomas Startin of Birmingham although others including Woodall Nicholson and also Ford dealer Godfrey Davis offered a similar option.

Sandra had to tow it to unseize the clutch for a short distance and then took it to a garage where it was given a thorough service; the head gaskets needed doing and once a tiring T-cut and polish had taken place it was

ready to show. With so many funeral cars – 10 at the last count – 2011 saw it take a break, as Sandra changes what's on the road.

IN THE DRIVER'S SEAT

I asked her what it's like to drive and she just smiled: "It's lovely really. I prefer my automatic versions as this is a manual and there is no power steering so it's a struggle to turn, and driving into bends requires a bit of steering correction but with just 39,000 miles, it is still 'fresh'". She continues: "I don't drive it hard anyway as there is slight vibration on take up but on tick-over the bonnet is dead level and it's quiet, which gives me more time to listen to the original Ford radio which only seems to pick up Gold playing old music – spooky!"

I then move to Georgia Looker's Consul (most of the Coleman Milne conversions were built upon the Consul platform before it went over to the Granada S). This is a different kettle of fish being 100% coachbuilt, and after all it is how we visualise a hearse isn't it? It is incredible to think this behemoth started life as a mere saloon car and all that essentially now remains is the front end. I defy anyone to tell HC that this is not a commercial; it's been

built to do a job. This version has the half side doors for access to the under deck and at the back. C-M has made a great job of fitting a drop-down flap while still keeping the original look of the rear end including the bumper.

This model was bought from a local friend in Bournemouth, Lee Reynolds, who has a fleet of earlier Mark IV models and before him it had been with a lady owner for over 18 years who only showed it once or twice a year.

Catching up with Lee, he told me: "The only real work we had done was a full service, new wheel bearings, brake pads all round and part of the exhaust was replaced by a hand-made stainless one that Trickett Welding in Poole (www.trickettweldingltd.co.uk) made from a copy of the old one. We then had to finish by fitting the new carpet and some detail trimming. We spent just over £1000 but all this was essential for doing funeral work."

Sitting in the hearse, from the front it's standard 70s Ford – until you look into the rear view mirror and the whole perspective changes... it seems longer than it is but that C4 auto-box and Essex V6 pulls it along lovely. The coffin deck rattles over every bump, but I guess the rear passenger wouldn't be too bothered.



Georgia Looker's Ford Consul Mark I long wheelbase hearse. PHOTOS LEE REYNOLDS.



As for miles per gallon, forget any notion of it being cheap to run; the engine is hauling a lot of weight. However, what Georgia has is a very rare hearse, and it's believed that surviving examples are probably in single figures, less if they are on the road with tax and test.

So there we have it – two very different conversions on the same theme, but both working vehicles; and while no factory-built pick-ups were made, many people have converted hearses, estates and saloons into reliable little workhorses – with varying degrees of success.

THE PICK OF THE BUNCH

Coleman-Milne was founded in Bolton, Lancashire, in 1953 by partners Roderick Milne and John Coleman and specialised in vehicle coach-building, dealing primarily with horseboxes. However, if a customer came up with an idea and lots of cash then virtually anything was possible.

In the late 1950s the company built a few hearses, usually to special order, and in 1960 produced a Mark VIII Jaguar for W Scales Ltd of Blackburn. This hearse incorporated its trademark style of wreath rail and rear end, having a slight overhang at the top and a V shape on the tailgate.

With most hearse conversions being built around a wooden framework, C-M introduced a new concept in coach-building, promoted as 'The Method'. By this it could take any car with a monocoque chassis and

produce a hearse, whether stretched or with a standard wheelbase and an extension behind the arch. As the factory pictures of the Mark I show, a metal rear framework was added and then a complete glass fibre moulded body added, this being literally screwed and glued to the frame. For the late 1950s/early 1960s, it was a revolutionary build process, although Dottridge Brothers had also produced a GRP body for its Princess range.

Aside one-offs, the prime chassis were Humber Hawks/Super Snipes, Mark III Zephyr/Zodiacs, but there was also the odd American car, Vauxhall Cresta, Rolls-Royce and Mercedes fintail thrown in for good measure. And we have also seen a conversion on a Daimler DR450 in Ireland.

The main conversions from c.1967 were Ford's range of big luxury cars, this fad continuing today with the imported Australian Ford Fairlane. Back to the 1980s, for a more upmarket image, the Jaguar XJ range and the DS420 (after the purchase of Woodall Nicholson) were adopted, and again the odd Rolls-Royce was produced to order. The 1990s saw Mercedes run alongside the Fords; however, there was a brief stint with Saabs while Ford pondered whether it should import Lincolns after the frog-eye Scorpio range was discontinued. It's worth noting that in the earlier decades, it would seem it did not build upon anything from the BMC stable, but if anyone knows different please let me know via the editor.



Many Granadas have also ended up as pick-ups, including this home-made conversion. PHOTO DEAN READER.



Sandra Mitchell's Granada short wheelbase hearse.



Interior of Sandra Mitchell's Thomas Startin estate conversion. PHOTO DEAN READER.

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AT YOUR SERVICE

Part one

When I first went to see Paul Riches, it was with a view to writing an article on the history of his skip and recycling business. However, when we got chatting, I soon realised that there was an even more interesting story to be told of his life in transport before skip hire was even considered.

The story started like so many of that era with his dad being a lorry driver, bus driver and landlord among other things, but fortunately for our story, Paul decided to follow him into transport rather than the licensing trade.

One of the companies that his father worked for was B H King, a haulier and fruit and vegetable carrier based in Kempston, near Bedford, and it was here that the young Master Riches started on the path to a long career in transport. He worked for King's in the school holidays as a, to use his own words, "tailboard monkey", which consisted of helping to load and unload the various produce carried.

One of King's managers had left and went to work for E Hull Limited, heavy hauliers from Bedford, and through him, Paul started full time for Hull's as a driver's mate when he left school. The first truck he rode shotgun in was a 6x4 AEC with a knock-out axle low-loader, this work doubtless helping to increase a young lad's muscle size.

One particular job remembered was taking a ship's engine from Allens in Bedford up to Scotland, which took three days; then after unloading, a backload had to be found. During the long run home, with the lack of activity in the passenger seat, sleep came easily, so the driver used to run down the rumble strips on the roadside to wake him up.

When Mr Hull was supervising the loading of heavy machines around the Bedford area, drivers always ensured that low ratio was selected in the double reduction hubs on the Foden unit. However, after setting off on their journey, the first stop was invariably at the Black Cat roundabout on the A1 to select high ratio in order to crack on.

An amusing incident recalled was waiting for a police escort to go through Stowmarket town centre, which was eventually done by a

large policeman on a push bike with his legs sticking out!

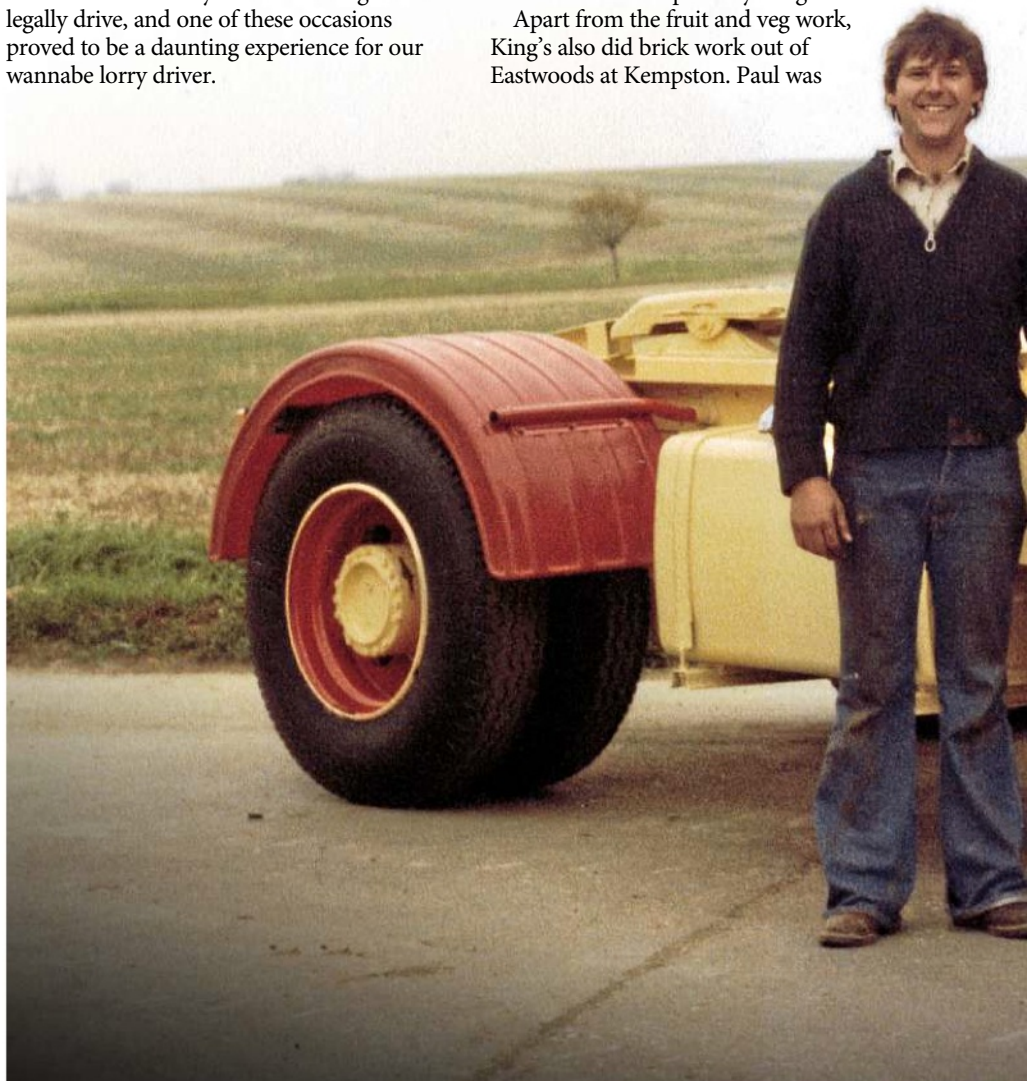
Hull's operated good gear and also paid well, with Paul's average wage being around £10 (plus night out money) a week, this being a good sum in 1965 when most of his mates were earning around £5.

After a year at Hull's, King's transport manager bumped into Paul's father and offered him a full-time job for his son, so the next move was back to King's as a tailboard monkey again. As was fairly common at the time, the drivers gave their lads a go behind the wheel before they were old enough to legally drive, and one of these occasions proved to be a daunting experience for our wannabe lorry driver.

NEVER TEMPT FATE!

While practising his driving at Covent Garden, he found he needed a shunt to get round a tight corner and unfortunately he reversed into a car. Even more unfortunately it belonged to an off-duty policeman! Our now somewhat chastened trainee was taken to court where Mr King attended and gave him a good reference, but this was not enough to stop him gaining an endorsement on his licence before he had got one. The real driver also got an endorsement, which meant he lost his licence under the totting up procedure; however he was kept on by King's.

Apart from the fruit and veg work, King's also did brick work out of Eastwoods at Kempston. Paul was



It's been said that there's one book in all of us. Well, **Richard Tew** has tracked down somebody who certainly may have more than one book's worth in them!

Words: Richard Tew **Photography:** Richard Tew/Paul Riches



The young Paul Riches posing proudly in front of his ERF fresh from the paintshop. It was nicknamed Whistling Wizard due to a pronounced turbo whistle.



The ERF and rebuilt tri-axle bulker at Jaz Bowman Mill at Hitchin.



The MK.II Atkinson Borderer run by Paul as an owner-driver.



The 250 Cummins engine Sed Atki 400 bought from Banks & Newton haulage.

sent there for a spell at the age of 16, working as a shunter in the yard, although he had not passed his driving test. He was given charge of a 'S' type Bedford tractor unit with automatic coupling to move empty and loaded trailers around the yard, which showed a remarkable degree of confidence in his driving ability by Mr King.

Interestingly, they had an attachment which fitted to the automatic coupling to enable king pin equipped trailers to be moved, being made by Boden or King trailers.

Eventually the time came for Paul to take his driving test which was undertaken in an 'A' series Bedford, registered PMJ 1. Unfortunately he failed first time when he opened the door and put one foot on the running board when reversing. The examiner was not impressed!

The second attempt was with a van, gaining a pass this time, so the open road beckoned. His first regular drive was in PMJ 1, the aforementioned 'A' series Bedford, this being soon followed by 189 MBM, a Bedford TK bought second-hand from the local Rootes dealer.

After a while, King's bought him a newer TK, a 7.5 tonner with a 330 diesel engine, as an inducement to stay after hearing he had been offered a job elsewhere. Initially, it would only reach 31mph, which didn't suit at all, but after the throttle linkage was adjusted, it did over 60, which was a huge relief.

A lot of market work was undertaken, with regular produce runs to London and Birmingham, with occasional forays to Manchester. The job ran well for a couple of years until it all went wrong one morning when crossing Bedford river bridge on a stretch of freshly resurfaced road. Unbeknown to Paul, this had made the road very slippery and he ran into the back of another King's truck, being unable to stop in time, and was trapped in his truck by the steering wheel. Even the attending firemen were sliding

around when running about with kit at the scene. Seeing a fireman struggling to saw through the steering wheel with a hacksaw, Paul took the saw off him and cut through the wheel himself to free him from the cab. The result of this misdemeanour was the sack from King's.

Needing to find work, a few months were spent driving a Karrier Bantam for a building firm in Letchworth. However, looking for better work, a job was secured with Letchworth Rubber Company, which made window rubbers etc. for the major car manufacturers. The company had a fleet of Bedford TKs with 330 diesel engines and five-speed gearboxes.

TIME FOR A CHANGE

Although 15-20 drops were the order of the day, a lot of them were different departments in the same factory. One well-remembered occasion was a delivery to BMC at Cowley, where, on arrival, the goods in department was like a ghost town. Eventually the workers were found, running a card school behind the stillages.

The 'itchy feet' syndrome soon struck again, and another move was made, this time to Ross Chickens at Ampthill. To get the job, Paul told them he was 21, when in fact he was only 20 at the time.

With the change of job came a change of truck, this time to a LAD-cabbed Dodge with a Perkins 6.354 engine. The first job consisted of live chicken collections. Catchers were employed who brought the chickens to the truck where they were loaded into crates, 21 at a time, for delivery to the factory.

The dressed chickens were then delivered at night, which Paul moved on to. A more modern truck came with the job, this time a 'K' series Dodge with an old curtain body – no fridge boxes then! They were delivered to wholesalers, markets etc. with our man having his own tailboard monkey.

Some nights were spent accompanying George, the driver of a six-wheel AEC, if he had a large number of drops.

At one time it was discovered that chickens were going missing, so everyone came under suspicion until the foreman spotted one of the cleaners running to his car with some. He was sent on an errand to the far side of the site, whereupon they managed to open his boot and remove the chickens. Strangely enough, the thieving stopped.

Occasionally, a 505 engined Mercury was driven, fondly remembered for going like a proverbial train, enabling Paul to overtake George on occasions, much to his delight.

Although the work was enjoyable, a desire to work nearer to home prompted a visit to King's with a view to re-employment. Fortunately, he was taken on again, and drove a Commer Maxiload before being given GMJ 187F, a custom cabbed Ford D800 artic doing fruit and veg again and some general haulage.

A move up the truck driving ladder came with a Guy Invincible, one of three ex-GKNs of Shropshire bought from Rush Green Motors. The one Paul drove had a Gardner 6LX 150 and David Brown six-speed gearbox, a classic British truck combination. It ran with a 40ft Boden tandem-axle trailer with a heady top speed of 44.5mph.

It was a good truck and quite a pleasurable driving experience until arriving back at the yard one day he was told to clear the cab as King's had finished.

Although the company restarted after a few days as B H King Transport Limited, a new job needed to be found quickly as our man by now had a growing family to support. So the next in a growing list of employers was Davison & Co, farmers at Great Barford, who he had done overflow work for when he was at King's, so they were familiar with each other.

Doing produce work again, a start was made on a Ford D800 artic, followed by a

The ERF after being hit by Jeffries Sedi Atki on the M1.





Dodge, with occasional runs in a Cummins engined ERF when its regular driver was off, this truck leaving a lasting impression.

After two years, the itchy feet feeling returned so yet another move was made, this time to Neville Lawson of Bedford, which operated one artic and three four-wheelers on brick and general haulage, so it was back to another Ford D800, this time a four wheeler. It was mainly brick work with regular loads to the Berkshire area with a backload of blocks from Lignacite of Bracknell to the Aylesbury or Bedford area, with another brick delivery locally if time allowed.

SEMI-AUTOS AND SPEED LIMITS

The artic unit run by Lawson's was a Leyland Beaver with a semi-automatic gearbox, which Paul was really keen to drive, but unfortunately he never got the chance.

After a while he heard of a job available at Inskips of Bedford, a company which Paul had always rated highly, so he drove into the yard to make some enquiries and was offered the job, which really pleased him.

Doing mostly day work with a Leyland 400 engined Albion Clydesdale, it was back to bricks and general haulage again until our man lost his licence under the totting up rules for six months. However, he was kept on by Inskips driving a forklift truck in the warehouse.

After the six month suspension period was up, he finally got the chance to drive a semi-automatic gearbox equipped Leyland Beaver, registered GBM 206E, the gearbox being very well thought of. This was a real flying machine, which inevitably led to more speeding convictions and another six month ban. He went back on to the Beaver after doing his time, by which time Inskips was buying LV-cabbed ERF units. After two drivers left to drive for Plysu, Paul was offered

one of the units, or he could wait and have a new one. He chose the faster of the two, which led his manager to wryly ask if he hadn't been in enough trouble already!

One incident that did occur happened at 8.30 one morning at the Black and White roundabout in London en route to Southall with a load of built-up wheels and tyres from Michelin, work that Inskips did on a regular basis, delivering them to various truck manufacturers. Unfortunately the load decided to go walkabout while negotiating the roundabout, with the majority of the wheels

“His outfit was hit from behind by a Jeffries of Otley tautliner, which pushed the tipping trailer against the crash barrier, catapulting Paul into a hawthorn hedge ”

hanging in the sheet. However, two of them decided to make an escape attempt, with one of them running into a car, fortunately without injury. Net result, a prosecution for an insecure load.

After four years at Inskips, another move beckoned, this time to A P Boness of Wellingborough, which operated one four-wheel rigid and one artic. A friend who drove the four-wheeler told Paul that they needed an artic driver, so he applied and got the job.

It had been in the back of his mind for some time to work for himself, so having to find some of his own work while employed by Boness was ideal grounding.

While convalescing from a hernia op, Paul heard that Paynes of Wyboston was looking for subbies, so he wandered in for a chat. Sometime later, he wandered out again, £3500 poorer and the proud owner of OAV 307H, a three-axle AEC flat.

Eight weeks after his operation, he started working for himself with the AEC and the company Paul Riches was born, which led to a whole new set of adventures.

Paynes provided the main source of work, which involved a 2pm start doing mainly market work. Fortunately, an approach had already been made to London Brick for work, so the truck was double-shifted between Paul and his brother Alan doing alternate shifts weeks about.

Alan was not keen on early starts, so this arrangement lasted less than a year before he left, so Paul continued on his own, using a couple of locals to do morning runs.

The AEC was worked hard, regularly carrying 18 tonnes of potatoes or eight blocks of bricks (London Brick loaded six on its three-axle rigids), so unsurprisingly the gearbox eventually cried enough and gave up the ghost.

It was repaired by Phil Harris, the fitter at Davison & Co, who told Paul, who was looking to upgrade to an artic, about a MK2 Atkinson Borderer for sale at Eaton Tractors at Little Paxton. After the pair of them had checked it out, Paul bought it, and after doing any necessary repairs, it hit the road with a second-hand York tandem-axle flat, the AEC having now been sold.

One Saturday morning some time later, a tapping noise was heard from the engine, so it was into Scott's of Bedford where Phil was now working and it emerged a week later with new pistons and liners and an overhauled fuel pump and injectors.



The well-liked Guy Big J 250 Cummins and 10-speed gearbox.



A hefty load of logs loaded at a wood in Hitchin and destined to be pulped for paper.



Paul today with his faithful guard dog.

The Atki worked steadily, eating up the miles for a couple of years, still doing veg at nights, predominately to Birmingham and London markets, and brick work in the mornings.

Fancying a change, an approach was made to Banks, the agricultural merchants, who agreed to give him tipping work. A tandem-axle Crane Fruehauf rib-sided tipping trailer was bought second-hand and our man was in the tipping business.

When a 250 Cummins engine Sed Atki appeared in the yard at Banks & Newton Haulage, a deal was done, and the MK.II Atki was replaced. As the 400 had tipping hydraulics fitted, it was put straight to work.

The night veg work had diminished so another source of work was found pulling fertiliser tanks for Paynes, and also cardboard for Abbey Corrugated.

Paul's brother told him that if he got another lorry he would drive it for him, so he took on the Sedi Atki doing the cardboard work and Paul bought a Cummins-powered Guy Big J tractor, which proved to be a sound reliable motor with good pulling power and good brakes.

Although Paul was happy working for himself running two trucks, it was still a hand to mouth existence, but this changed a bit when his brother decided to move on again. The Sedi Atki was sold to a buyer in Northampton and it was back to one truck again.

The maintenance was now being carried out by Philip Harris, an ex-Scott's fitter who had set up on his own. Delivering the Guy to his premises for a service, Paul noticed a Seddon 32/4 tractor unit, so it was bought for the princely sum of £600. It was taken back to the yard and reversed under a trailer to test it. The clutch pedal was let out, result – nothing! Removing the gearbox revealed that the wrong clutch had been fitted and an old bearing welded to the end of the clutch so it worked (sort of).

When brother-in-law, who was a panel beater, started poking around the cab, he

found parts of it were rotten, the repairs having been made by poking newspaper in the holes and pasting over with filler. After some tidying up and four new cab mountings, the Seddon passed its MoT test and was put to work hauling sugar to Tate and Lyle in Silvertown, while the Guy was on scrap haulage for Ampthill Scrap.

The Seddon-based outfit settled into a routine of running from Peterborough to Silvertown and reloading salt or coal to Sawtry, so it was earning good money. It was sold on after two years to a fairground operator for £300, having never given any problems from the Rolls-Royce 220 engine. There was enough money in the kitty now to consider buying a new lorry, so after considering a Dodge Barreros, a 'B' series ERF, KKK 667V, eventually joined the fleet from S & B Commercial.

However, one hiccup in the proceedings occurred while Paul was driving the Guy through some roadworks on the M6. A Bedford cut straight in front of Paul, clipping the front corner of the Guy, sending it through the cones and up the embankment, eventually rolling over. The trailer was stood upright by a loading shovel from the works site which reloaded the salt being carried at the time from Winsford. The trailer was hauled away, but the Guy ended up on the back of a wrecker.

An ad for S Jones, the ERF dealer, caught Paul's eye, so he went to check out a couple of ERF units for sale, having been snatched back from a finance company, so a deal was done for one of them, fitted with a 350 Cummins and 13-speed Fuller gearbox. It went on to mainly day work, running scrap from Ampthill to Newmarket, then loading in Norwich and back to Newmarket, which proved to be a good earner.

Unfortunately, Paul was involved in an accident one day en route to Mountsorrel in the ERF to collect chippings. As the load had to be kept dry, the empty trailer was sheeted. Just prior to J15 on the M1, with it being a windy morning, one of the straps broke, so he

stopped on the hard shoulder to resecure the sheet. Paul was walking along the top of the crash barrier holding the side of the trailer for support when his outfit was hit from behind by a Jeffries of Otley tautliner outfit loaded with sugar, which pushed the tipping trailer against the crash barrier, catapulting Paul into a hawthorn hedge and pushing his outfit out from beneath the bridge where he had stopped. The impact burst the diesel tank on the offending truck and a load of sugar burst out of the tautliner, which left Paul smothered in diesel and sugar.

The driver of the Jeffries Sed Atki suffered a broken leg, while Paul had some scratches and a big square bruise on his rear end where the trailer had hit his wallet. As he said, if he had been walking between the trailer and crash barrier, we wouldn't be telling this story now...

The insurance company paid out, but the outfit went to Cossington's to be repaired, where the trailer had an extra axle fitted while it was being rebuilt.

Paul wanted to buy the ERF back and rang Cossington Commercial every week to check progress, so he was understandably gutted when the firm sold it to someone else. In the meantime, he was driving for other people.

While in Newmarket one day, a chance call into a lime works provided another source of work. The boss had just set up on his own and formed a new company call Anglian Lime along with a partner, who later rang Paul offering him work. This work required an eight-wheel tipper, so looking for an ERF, a visit was made to Rush Green Motors, and an 'A' series 8x4 ex-Brown & Mason fitted with a C/Fruehauf 'U' shaped tipping body was acquired.

Rush Green threw a tacho into the deal, as the tipper was originally fitted with a servis recorder. It was soon put to work on the lime job with some aggregate work and proved to be a steady reliable performer.

The final part of the story will be in the next issue.

ONE LUMP OR TWO?

This month's theme is sugar. This has been a massive industry in Britain for years, particularly in the Fens just up the road from Mortons HQ, where massive amounts of sugar beet are grown. In addition there are spin-off

industries. For example did you know that British Sugar is also the UK's largest supplier of quality topsoil? Whoever thought of selling the earth they wash off the beet really earned their money that week!

Anyway, here's a selection of photos from the archives. As usual though we have very little information with them, so if you can help fill in the gaps please write in or email – the addresses are on page 45.

This Albion Sugar Co Ltd eight-wheeled Foden was photographed on London's Archway Road in October 1972. This must be one of the best looking tankers HC has seen in ages. Anybody know who made it? NA3T photo VS01630.



A Tate & Lyle Foden FG8 photographed in Parliament Square in 1954 by the late Arthur Huswitt. NA3T photo HuA0003-d1.



This nicely roped and sheeted BSC Leyland was photographed in Leicester at some point during 1958. The lorry in the background carries the name W E Knibb, wholesale market gardeners. NA3T photo HuE1135.





What a fantastic photo. It's like going back to my lorry mechanic days – I even worked on the odd Merc. Anyway, these two Tate & Lyle Mercedes outfits are shown being worked on at the Plaistow depot on December 17, 1982. NA3T photo JS00932-47.



Another Tate & Lyle Mercedes, but this time an earlier 2419 six-wheeler dating from 1975. The photo was taken near London's Tower Bridge on September 22, 1978. NA3T photo VS01848.



There was obviously a photographer wandering round the Plaistow Tate & Lyle depot on December 17, 1982, as he also captured this interesting F7 Volvo with Ebro tipping body. NA3T photo JS00932-03.



A T&L eight-wheeler from an earlier age. This Foden S20, fleet number 126, was photographed travelling down the Great West Road in June 1974. NA3T photo VS02170.



Another Albion Sugar Foden eight-wheel tanker, but this time travelling through the Elephant & Castle in September 1973. NA3T photo VS01628.



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

Stephen Pullen
Heritage Commercials, Mortons Heritage Media, PO Box 43 Horncastle LN9 6JR
email: spullen@mortons.co.uk

British Sugar Corporation fleet number 681 was this 1975 Leyland Buffalo. It's seen near London's Tower Bridge in September 1978. NA3T photo VS02387.



We end with another Albion Sugar Foden, but this time a twin-steer tractor unit. However, it's the trailer that catches my eye – this company really did like 'different' designs, and I really like it. NA3T photo VS01622.

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COALISLAND LEYLANDS



Moving sand and brick for H R Collinwell in Belfast, as well as collecting and delivering pressed brick from Cookstown during the 1960s, was Isaac McAteer's core business. We spent an afternoon with Isaac and his wife Lillian.

Words & Photography: Gina Harvey

The first brand new Leyland Super Comet purchased by Isaac was in 1968. "At this time I only ran one truck," explains Isaac who went on to say, "The Super Comet was used mainly on local runs between Cookstown and either Belfast or Lisburn, delivering to both domestic and industrial building sites, often undertaking round trips of some 60 to 70 miles. At that time I did have access to an Albion Reiver for a while which was more of an emergency backup if work got too busy."

Common loads for Isaac were Tyrone Bricks that were packed in bales of 500 bricks.

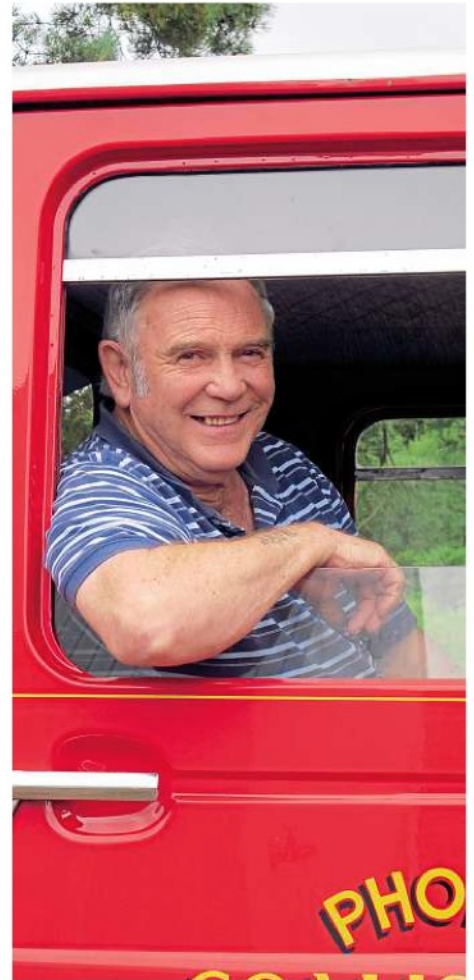
"Quite often there was no way of unloading the bales of bricks at smaller sites, so we used to cheat a little. We would load 4½ tons of loose bricks rather than carry bales, then once on site we would unload by tipping the body to its full height then pulling very slowly forward so that the bricks slid off ever so gently; once you got used to doing this, very few bricks actually got chipped or broken. However, many site owners would shout at me to stop, but I said that was the easiest way to tip the bricks off rather than hand balling them off one by one. Things moved on quite quickly during the early 1970s and on most

sites the foreman wanted the bales of bricks taking off complete so we had to use a fork lift vehicle or Hiab crane to off-load, which meant changing the whole system, so my Super Comet was used on different workloads."

In somewhat of a role reversal, the Comet was subsequently used to draw shale from quarries around Coalisland to the factories for making the bricks. The Comet carried on doing this type of work until it was slowly retired in the mid-1980s when it was parked up in the McAteer yard with a bulk diesel tank placed on the back. If it had not been used for



Isaac has owned the Super Comet since new, and only retired it in the late 1980s.



Isaac McAteer at the wheel of his 1968 Leyland Super Comet.

that particular operation, the Super Comet would have been scrapped.

Isaac decided to restore the Leyland in the late 1990s. "I sourced two new doors from England which cost me virtually as much as the lorry did itself. The lorry new cost me £3770 which included chrome bumpers and a splitter gearbox. In its day it was a posh vehicle, something to be proud of when delivering from site to site. Restoration work took me about two years on a steady basis to complete; sitting the bulk diesel tank in the body was perhaps a good thing as any spilt diesel protected much of the chassis and the tipping body. The tipper body and mechanism is all original, the payload is 9ton 6cwt but I look back and often think that sometimes the loads it carried were double that. Finally I refurbished the cab and painted everything up and it still looks good to this day."



The tipping body is the original and in good condition.

MAKING MOTORWAYS

In 1969 Isaac had a chance to divert his workload for a short while; he worked as a contractor to McAlpine on the M61 with his Super Comet carrying stones from Buxton to Farnworth. “Those at McAlpine were sticklers for doing things correctly, and when they found out that I had been carrying loads in the region of 10 ton plus they told me that I would have to tip some of the load off; abruptly I told them that I often carried that weight and more at home and had the paperwork to back it up. The Super Comet was a good strong vehicle; it was a credit to the manufacturer. I worked on that particular contract for about a year before returning home, my Leyland was a well travelled lorry.”

When carrying a heavy load Isaac says that his lorry would do in the region of around 12mpg but fuel prices were not high then, at that time a gallon of diesel cost in the region of 35p. He would travel at a steady 40-50mph, yet the Super Comet would easily travel at 60mph – he had to be careful he did not get stopped for speeding. “All in all the Super Comet was a very good lorry in its day, I believe that this was about the third Super Comet to be used in my area and the first Albion lorry I used I think was possibly the second in the area. It had a tilt cab and it was posh, you had some motor there.”

Today the McAteer Leyland Super Comet is only used on road runs. “It falls within the historic vehicle taxation class so there is no road fund licence to pay, however, the Government quickly gets its money back in fuel tax. The insurance is also quite low. I like the older vehicles as they are simpler than today’s high tech machines with fancy electronics; I could easily service and repair my vehicles, often when on site, reducing down time and keeping running costs low. I firmly believe that I drove lorries in the best years as you could have peace while out on the road.”

LEYLAND LANDTRAIN

A second Leyland in the McAteer fleet is one he acquired purely by accident when his cousin purchased a Leyland Landtrain from a site in Ballina, Co Mayo. Isaac thinks that it may have been used in the Falklands as after the war it was one of three purchased from the MoD. Many Landtrains were used in the Falklands to help re-build the airfield and infrastructure, and when they were returned to the UK they were well suited for quarries and opencast coal sites. This particular vehicle had been purchased to be used in a sand quarry, taking sand to the washing plant.

Isaac believes that his Landtrain was initially used in Australia, “The Landtrain was basically an export model loosely based on earlier Scammells. At the end of the 1970s Leyland developed two heavy duty vehicles; the export bonneted Landtrain and, for the UK market, the forward control Roadtrain. As the Australians drive on the left-hand side of the road like we do, it has been suggested to me that this particular vehicle started its life out there and has since been returned to the UK via the Falklands.

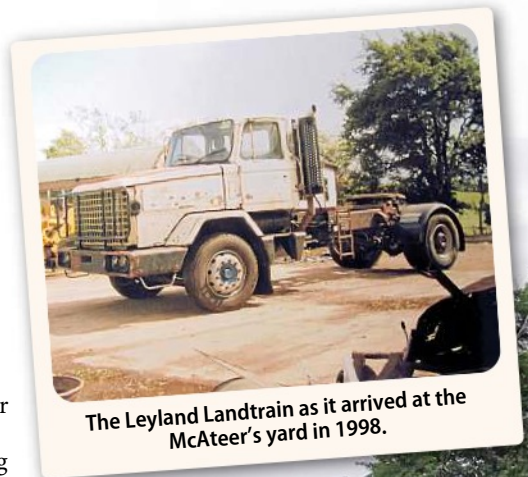
This particular Leyland Landtrain was a tractor unit with the 5th wheel way back. When Isaac started on the restoration he lengthened the chassis by 2ft to enable him to fit a container that he had sitting in his yard, which he has now adapted as a living van.

“I acquired the Landtrain back in 1998 and I guess it must have been at least five years before I completed the restoration project. I just did bits and pieces when I had a few spare hours. My wife Lillian said from the outset that it was going to be a long term project and it was. I had very little spare time when I was operating and looking after a small fleet of other lorries.”

The Landtrain had not been battered during its working life; someone had cared and looked after it so there was actually very little to do on

the project. “The tractor unit was basically mechanically sound; it is powered by a 250 Cummins straight-six engine and is fitted with an Eton transmission. It would have originally been fitted with a 13-speed box, but now has a six-speed overdrive. From what I gather, when you ordered a Landtrain you could specify much of the specification, engine and transmission wise. Generally the overall condition was good and things just needed tidying up,” says Isaac.

Today the Landtrain is more beneficial to the McAteers as a living van when out on road runs around Ireland and on visits over to Scotland and England. “As a tractor unit this particular vehicle was very bouncy at the back, but it is much more comfortable to drive with the living van on. It has heavy duty springs and a hub reduction back axle on it. It cruises comfortably between 40 and 45mph, it will travel much faster but sadly it uses too much fuel if opened up much more. The only downside is its sheer size on country roads, it is quite a wide vehicle and if you were driving towards the Landtrain you would definitely give way to it.”



The Leyland Landtrain as it arrived at the McAteer’s yard in 1998.



Isaac at the controls of his Leyland Landtrain.



The unmistakable square lines of the bonneted Landtrain designed for the export market.

A LEYLAND FOR LEISURE

Today apart from road runs, the Landtrain with its living van on the back has become a holiday vehicle. The McAteers love visiting Scotland and the many challenges the narrow steep roads offer. Lillian says: "To be honest Isaac has kitted the living van out so it is like home from home, we can go anywhere when we want, and if we find somewhere nice we can simply park up and enjoy. We have time to do that now."

One road that Isaac loves driving is the one that he calls the Pass of the Cattle at Applecross. He says the countryside is beautiful and the road is steep but stunning. "The road known as the Bealach na Bò in the Scottish Highlands is a famous twisting, single-track historic pass through the mountains of the Applecross Peninsula, and the drive is a great challenge for both driver and vehicle. The name Bealach na Bò is Scottish Gaelic for Pass of the Cattle and it was constructed around 1820. The road design is quite unique and is similar to roads

through the mountain passes of the Alps. The Pass of the Cattle, which is an old drovers' road, is full of tight hairpin bends with steep gradients that approach 20%. The pass has the greatest ascent of any road climb in the UK, rising from sea level at Applecross to 2054ft in under five miles and I believe it is the third highest road in Scotland. It is very challenging and I recommend it is worth driving at least once in a lifetime."

Isaac and Lillian McAteer believe that vehicles need to be driven and used rather than standing idle for most of the year. "Now that I am sort of retired we can enjoy our leisure time without the worry of the business vehicles. We converted the Leyland Landtrain so that we can go off and enjoy ourselves and what a better way to do it than in a truly great British built classic which is quite unique and is a great talking point? Apart from enjoying our time away, through the Landtrain we have met some great new friends."



The 250 Cummins straight six was a customer option when the Landtrain was ordered new.



The view from the centre seat of the Landtrain giving an idea of its size on the narrow roads around Coalisland.



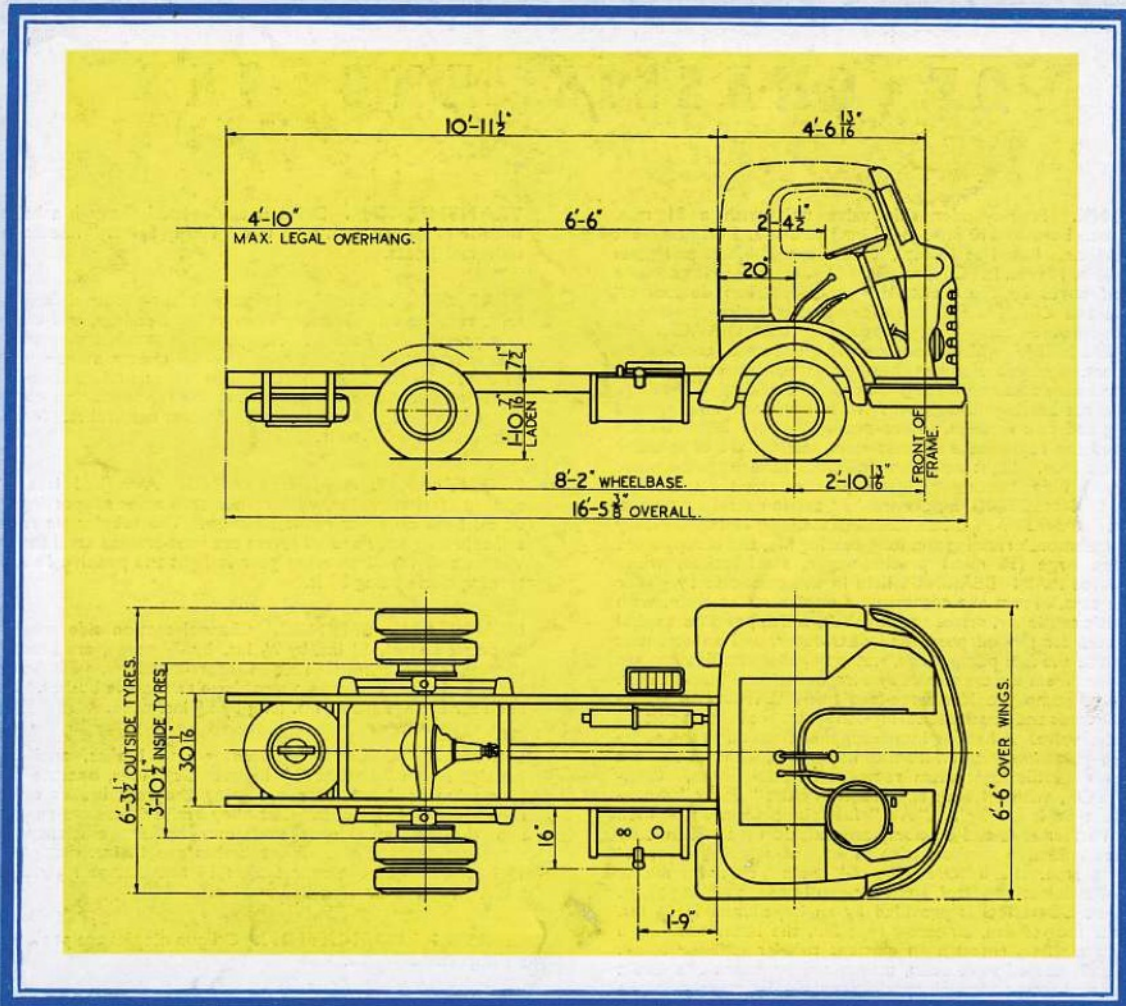


The
KARRIER
"BANTAM"
TWO TONNER



KARRIER MOTORS LTD. LUTON BEDFORDSHIRE

This month's from our archives features extracts from the 1950 dated brochure for the little Karrier Bantam. Did you drive, own or work on these lorries? If so, please write in and tell us what they were like.



ABRIDGED PARTICULARS

Engine	Four cylinder, 48 b.h.p. R.A.C. rating 16 h.p.	Turning circle (approx.)	30 ft.
Bore	81 mm. (3.19 ins.)	Overall length	16 ft. 5 1/2 ins.
Stroke	110 mm. (4.33 ins.)	Overall width over front wings	6 ft. 6 ins.
Gear ratios:	Gear-box Overall	Ground clearance under rear axle	5 1/2 ins.
		Maximum legal body-space	11 ft. 4 ins.
		Frame height (laden)	1 ft. 10 3/8 ins.
		Standard tyre size	25 ins. by 6 ins. twin rear.
Top	Direct 6.57 to 1	Petrol tank capacity	10 gallons
Third	1.68 to 1 11.04 to 1	Chassis weight (less fuel, oil, water, spare wheel)	26 1/2 cwts.
Second	2.92 to 1 19.18 to 1	Standard cab weight	3 1/4 cwts.
First	5.76 to 1 37.82 to 1	Allowance for petrol, oil, water and spare wheel	2 1/4 cwts.
Reverse	8.83 to 1 58.00 to 1	Maximum allowable gross vehicle weight	85 cwts.
Wheel-base	8 ft. 2 ins.		
Wheel-track	front, 5 ft. 8 ins. rear, 5 ft. 1 in.		

All Business subject to the Company's Terms of Warranty and Conditions of Sale.

KARRIER MOTORS LTD., LUTON

EXPORT DIVISION: ROOTES LIMITED, DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1

Publication No. 1328C.

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KARRIER

A PRODUCT OF THE ROOTES GROUP



DETAILED SPECIFICATION OF CHASSIS AND CAB

ENGINE. Four-cylinder side valve unit with a 81 mm. (3.19 ins.) bore by 110 mm. (4.33 ins.) stroke and displacement of 2,266 c.c. Rated at 16 h.p., it develops 48 b.h.p. and gives a torque of 104 lbs. ft. **CYLINDER BLOCK**, embodying chrome finished bores by the "Listard" process, "Van de Horst" patents and **CRANKCASE** are a compact one-piece casting in nickel chrome cast iron, supporting the **DETACHABLE CYLINDER HEAD** which incorporates high efficiency combustion chambers. **VALVES** of silicon chrome steel operate in renewable guides and are actuated through adjustable barrel-type **TAPPETS** by a three-bearing **CAMSHAFT** with hardened and ground bearing and cam surfaces. Aero-quality **VALVE SPRINGS** are used and the replaceable exhaust valve seatings are of specially hardened iron. Light cast-iron **PISTONS** have large-diameter (24 mm.) fully floating gudgeon pins retained by circlips, whilst **CONNECTING RODS** are 'I' section steel stampings. Robust **CRANKSHAFT** is balanced both statically and dynamically to ensure smooth running and long bearing life, and is supported in three large (58 mm.) precision-type, steel-backed, white metal-lined **MAIN BEARINGS** held in the crankcase by girder section caps. From the crankshaft a duplex roller chain, with automatic tensioner, drives the camshaft, which provides a spiral gear drive for the oil pump and distributor, and an eccentric to operate the fuel pump. Fan, water impeller and dynamo are also driven from the crankshaft by a large section adjustable belt. Gear-type pump provides force-feed **LUBRICATION** to crankshaft, big ends and camshaft bearings, the pressure being regulated by a relief valve. A floating intake supplies clean oil to the pump and a by-pass filter frees oil from all impurities, while an efficient crankcase ventilating system removes harmful fumes, **CARBURETTOR**, with oil bath air cleaner, of the "Solex" down-draught type is fed by an "AC" fuel pump from a 10-gallon tank. Performance and economy are assisted by a scientifically designed induction manifold with an exhaust-heated 'hot spot' of ample area. **IGNITION** is by a "Lucas" coil, distributor with full automatic control, and wide-gap 14 mm. sparking plugs. Adequate **COOLING** is provided by an impeller and 15½ ins. diameter four-bladed, air-screw type fan, the latter ensuring a vigorous air flow through an efficient tubular radiator block. Individually cooled valve seats, maintained by means of a direct flow of cool water through special trough. Thermostat in the cylinder head maintains engine temperature at a point most suitable for efficient running, an important factor in local delivery work. Exhaust tail pipe is extended across chassis to discharge clear of the body sides, forward of the off-side rear wheel.

CLUTCH AND GEAR BOX. A 9 ins. fully enclosed single dry-plate clutch, with ball bearing release gear, requires no lubrication or internal adjustment. Four-speed gear-box, a compact cast-iron case with ball-seated control lever, has short stiff shafts carrying special alloy steel gears on ball and roller bearings. A speedometer drive is incorporated; also provision for power-driven attachments. The complete power unit is three-point rubber mounted.

TRANSMISSION. Drive is transmitted through a balanced tubular propeller shaft with two "Hardy Spicer" needle-roller universal joints.

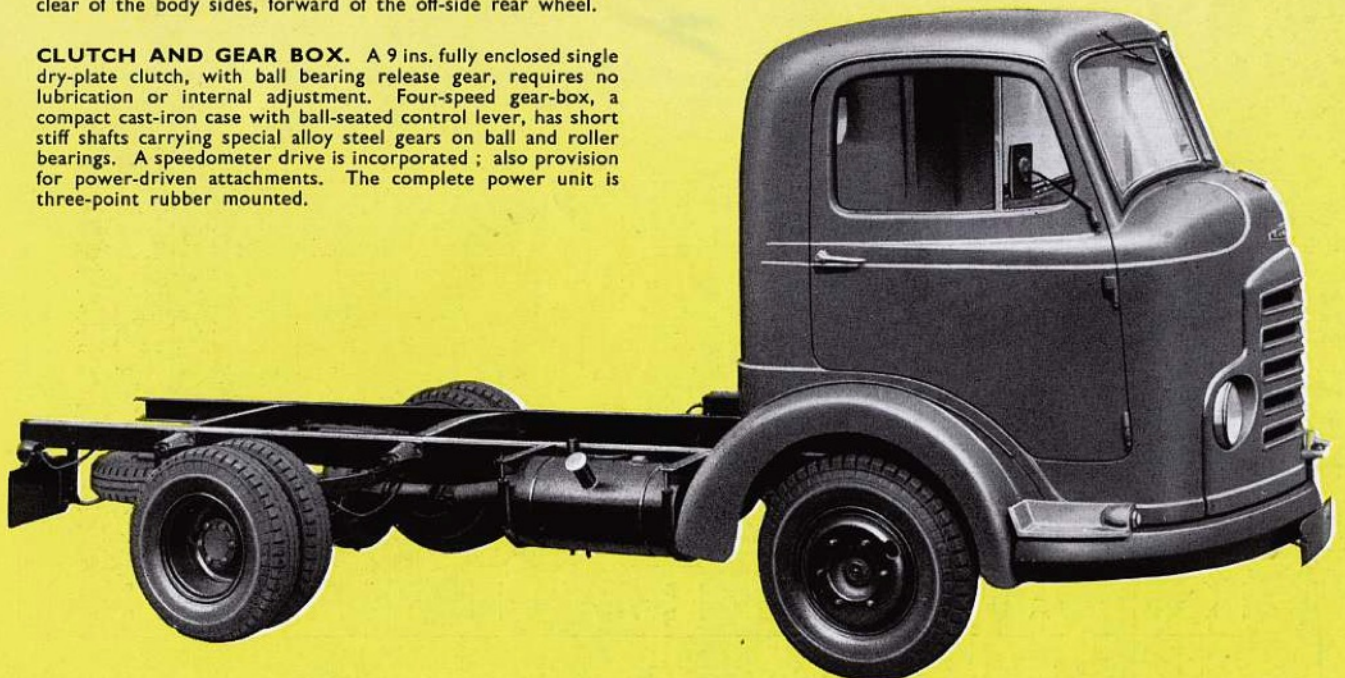
REAR AXLE. Spiral-bevel type with four-pin bevel differential unit, running on adjustable taper roller bearings, and enclosed in a pressed steel casing. The pinion is straddle mounted and a bronze pad behind the crown wheel checks movement due to shock loads. Fully floating axle shafts of fatigue-resisting steel drive the road wheel hubs, which are supported on taper roller bearings. Effective oil seals protect the brakes. Standard axle ratio is 6.57 to 1.

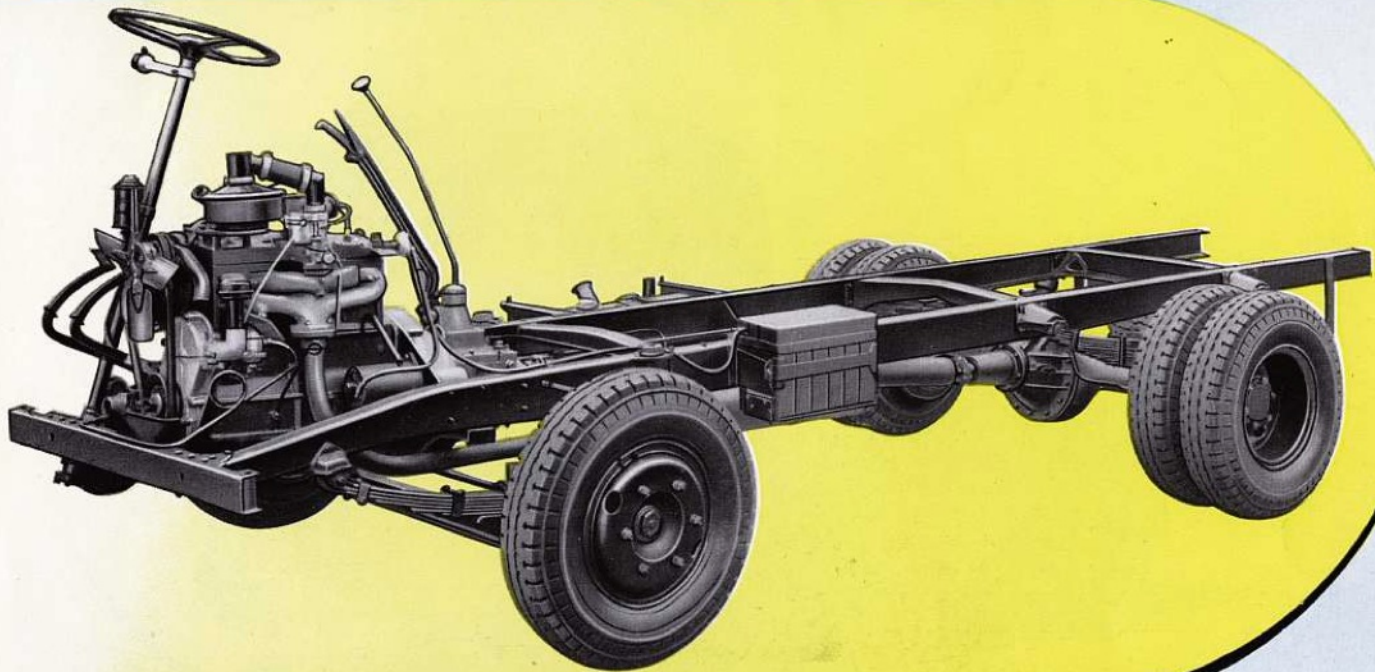
FRONT AXLE AND STEERING. Axle bed is an 'I' section steel stamping, with robust stub axles supporting road wheel hubs on taper roller bearings. The tubular tie rod has self-adjusting ends and all levers are heat-treated steel forgings. Worm and wheel steering gear is light and positive in action, turning circle being 30 ft.

FRAME AND SPRINGS. Channel section side members, of pressed steel, 5½ ins. by 2½ ins. by ⅜ gauge, are braced by pressed steel channel section cross-members. Semi-elliptic springs of silico-manganese steel have renewable bushes. Front and rear springs are 42 ins. long by 2½ ins. wide.

BRAKES. "Girling" two-leading-shoe brakes, applied by pedal through "Lockheed" hydraulic cylinder, operate on all four wheels; hand lever operating the rear brakes only by direct mechanical means. Cast-alloy brake drums are employed and the system assures maximum braking efficiency with minimum pedal effort. Front brakes are 14 ins. diameter by 1¾ ins. wide and the rear brakes 14 ins. diameter by 2½ ins. wide. Total liner area 238 sq. ins.

CHASSIS LUBRICATION. Oil gun nipples are provided at all important points.





WHEELS AND TYRES. Standard tyres are 25 ins. by 6 ins. (twin rear), on 13 ins. by 3.75 ins. steel disc wheels, each secured by six spherically seated nuts.

ELECTRICAL EQUIPMENT. 12-volt system, arranged for positive earth, includes a "Lucas" ventilated compensated voltage control dynamo, flanged inboard starter and 64 amp. hour battery. Also included are 36 watt head-lamps built into the cab front panel; side lamps in step plates; tail light with brake pedal operated 'stop' signal; electric horn, with combined press button and head-lamp dip switch bracket on steering column.

INSTRUMENT PANEL. Speedometer with mileage recorder, oil pressure gauge and electric fuel gauge are mounted on an indirectly illuminated panel secured to cab fascia. Switches for road lights, panel light, starter, ignition, ignition warning light and hand controls for carburettor and easy starting system are also incorporated.

CHASSIS EQUIPMENT. Pressed steel front panel and grille, with screen posts, front wings, floor plates, seat assembly, step-boards, bumper, screw jack and handle, wheel-brace, tyre levers, oil gun, fixed folding type starting handle, kit of tools, front and rear number plates. A lockable tool box, behind driver's seat, is also provided.

DRIVER'S CAB. With a distinguished modern appearance the full forward cab of all steel construction, has an effective interior width of 61 ins. The seats are well upholstered and embody sponge rubber cushions, the driver's seat being of the bucket type, whilst that for the passenger is so designed as to accommodate two if required. Easy entry is afforded through 35 ins. front-hinged doors, set well forward and provided with convenient steps. Doors have fixed quarter lights with quick lift lever-controlled full opening drop windows in toughened safety glass, and both can be locked. All controls are carefully positioned to ensure maximum driving comfort with minimum fatigue. Ideal driving conditions are further assisted by easily visible instruments, wide vision two-piece screen of toughened glass with dual electric screen wipers, fully insulated cab roof and effective sealing against draughts. One large pocket is built into the fascia, and a 6 watt roof light gives adequate illumination. Engine servicing is facilitated by the provision of

quick release traps in engine cover, giving access to all important maintenance points. This cover, when required, can be easily removed, being held in position by quick release catches. Driving mirror and licence holder are supplied with cab, which is supported on the frame by four large rubber mountings.





BORDER REIVERS

William Nichol owns one of the finest collections of classic ERF lorries in the Scottish borders. **Bob Weir** went to the family's depot in Lochmaben to see some of Sandbach's finest.

Photography: Bob Weir/As stated

Lochmaben is situated just a stone's throw away from Lockerbie, the scene of the horrific Pan Am aircraft crash that took place on December 21, 1988. From a transport point of view, it is also next door to the M74, the main arterial route heading up into Scotland's Central Belt. Willie is local to the area and was born just up the road near Moffat, famous for its Devil's Beef Tub.

"My father was a shepherd and when I left school I worked on various farms until I was 21," he recalls. "I then went to work for Peter Smail for 14 years collecting and delivering milk. After that I switched to general haulage, running mostly down to the Bowater pulp mills at Ellesmere Port near Liverpool."

Over the years Willie has accumulated plenty of miles under his belt and can remember hauling through Shap during its heyday. He said: "I was mostly driving an AEC Mandator and it was certainly heavy going, especially during the winter months. We used to stop at the Jungle Cafe and I remember the road through was always left open in case some of the vehicles couldn't stop because they were either going too fast or their brakes weren't working properly."

Probably the turning point in Willie's career came in 1977 when he decided to strike out on his own. He said: "I was made redundant when Smail's sold part of its business, so I decided to go it alone. I took over some of the contracts and bought a 1968 ERF LV tractor equipped with a 150 Gardner, a couple of trailers and went from there."

This was the beginning of a very successful haulage operation which continues up to the present day.

"We currently employ over 20 drivers, along with a few subbies," he explained. "Now that ERF has been consigned to history we use a mixture of Scania's. Our current fleet amounts to 23 vehicles, with some working double shifts."

SANDBACH FAN

Having started his own business, Willie stayed loyal to ERF for many years. He said: "My second lorry was also an LV, this time with the more powerful 180 Gardner. The 1973 'K' registration model had originally been new to Halliday's of Kirkpatrick Fleming."

Although Willie was very pleased with the lorry, he remembers it wasn't all plain sailing. "There was a particular time when I was heading south on the M6 having left Lochmaben," he recalls. "I was approaching the bridge over the River Lune at Lancaster when a bump in the Tarmac caused a jolt to the lorry's axles. This resulted in the bolster giving way, and the load spilling on to the motorway. When a policeman arrived on the scene he wasn't very happy, especially as he was just about to go off shift. I used the excuse that a chain had snapped and got away with a £13 fine for carrying an insecure load."

As time moved on, Willie continued to upgrade his growing ERF fleet with a series of more powerful engines.

He said: "I bought a B-series equipped with a 240 Gardner. Throughout my years in haulage, I have always been a big fan of Gardner engines. But as the rules changed and the vehicles were allowed to carry more weight, you quickly realised you needed more power. It eventually reached the stage when the B-series was no longer economical."

It was at this point in 1982 that Willie decided to cut his ties with ERF and move elsewhere.

"I went out and bought one of the new Volvo F12s equipped with the more powerful 405bhp engine," he explained. "The lorry came with a sleeper cab and was a big improvement. The engine was also a lot quieter, which is never a bad thing."

Willie was so impressed with the Volvo that he stayed with the marque for most of the 1980s. He said: "I gave my son Colin an F10 when he passed his HGV and came into the business. Overall I was very pleased with the





Willie started his own haulage business in 1977, and now totals 23 lorries.



Willie Nichol operated ERFs for many years, and has now started collecting classics.



Volvos, but they did have one major drawback. The fuel economy was not as efficient as I'd experienced with the Gardner engines, and over time this became a serious issue. A lot of the Volvo returns were down to only 4mpg when fully laden, so I eventually decided to move back to ERFs."

Not that living with the Volvos was all plain sailing. Willie remembers one incident in particular that nearly resulted in serious injury to one of his drivers.

"Just before one of the Volvos was sold, one of our drivers ran over a kerb and the lorry went over on its side," he remembers. "Fortunately he was okay, but we ended up having to get a replacement cab installed."

Willie decided to switch to ERF's new EC range when it was introduced by the company in May 1993. One of the attractions of the new model was that the lorry was available with the Cummins Big Cam 14-litre engine, which seemed to offer a better compromise between fuel consumption and performance.

"I decided to order the vehicles in a 6x4 configuration – that included double-drive for use in forestry work," says Willie. "They were also supplied with new Dennison trailers, and this combination eventually replaced all my Volvos."

STARTING TO COLLECT

As the Millennium approached, Willie also decided to start collecting old ERFs. The first lorry he acquired was a C-series, which he bought in the year 2000. He said: "SRD 940Y had originally been new to Calor Gas in 1982. I believe it was only ever used to take the company's trailers to a testing station in the south of England. This was a special order model, as only 21 of the vehicles were ever made. Apparently, the rest went to Shell Petroleum at Ellesmere Port. The lightweight had only covered 36,000 miles, which was remarkable given the lorry's age."

Despite the low mileage, Willie still decided to give The Cummins NT250 engine a complete overhaul. Like the rest of Willie's collection, the vehicle has also been resprayed in the family livery.

Willie was also keen to acquire an ERF that reminded him of his early days in haulage. He eventually settled for LTB 294K. This is a 1972 LV-cabbed model fitted with a 180 Gardner.

"I believe the lorry used to be owned by Shaw's of Lindale in Cumbria, but I acquired it from Steve Baines of Ingleton," says Willie. "Fortunately the lorry also came with a van load of spares, which certainly helped with its restoration."

The next old lorry to arrive at Lochmaben was a 1979 B-series fitted with a 240 Gardner. VBV 921V was originally new to LTD haulage in Preston, and was still equipped with its original Crane Fruehauf tanker trailer. The combination turned out to be in such good condition that it was soon taking part in road runs. Having got the collector's bit firmly between his teeth, Willie then decided to add an ETF A-series to his growing fleet of classics.



The interior of an LV cabbed ERF will be familiar to many.



This ERF was bought to remind Willie of his early years in business.

VBV 921V is still equipped with its original Crane Fruehauf tanker trailer.



He said: "I also bought WRC 476M from Steve Baines. Unfortunately, the Rolls-Royce 220 engine was suffering from overheating problems, so I decided to replace it with one of my favourite Gardners. I took a 180 Gardner out of UHH 862S, another one of my old lorries. This particular vehicle is a B-series eight-wheeler that I had also recently acquired. The lorry was built in 1977 and was new to RNJ Cochrane of Kirtlebridge. It has now been put to one side to be re-engined at a later date."

Willie is a keen supporter of the vintage vehicle movement and enjoys taking his lorries to rallies all over the UK. He also has several other projects waiting in the wings, including an E-series tractor unit. First registered in April 1989, F588 VSC was originally new to Reive and Grossart at Abington next to the M74. Colin and his wife Shona also own an AEC Marshall featured recently in *Heritage Commercials* (no 279) and a Scania 92M. This is currently in the workshop undergoing restoration and is scheduled to be completed later this summer.

By 2007 Willie had also decided to switch to Scania to supply his working fleet. "I had persevered with ERF even after the company was taken over my MAN," he explained. "By this stage I had traded in my EC lorries against the newer ECX models. This was around the time of the MAN takeover. Unfortunately, there were ongoing problems with the electronics. As I recall there seems to have been a mismatch between the electrics supplied by the German company and the Cummins 14-litre M11 engines. That wasn't the only problem. MAN also wanted me to put its own in-house engines in my lorries, but I was determined to stick with Cummins. In the end I decided to move elsewhere and bought the Scania R-series. However, I did keep one second-hand Foden back for forestry work."

Willie has certainly had an illustrious career in haulage, and ERF lorries have never been far from his mind.

"I remember that back in the beginning the hours were very long, but that was fairly typical if you wanted to build a business," he recalls. "If anything serious needed attention, it usually had to wait until the weekends. If an emergency cropped up you could also end up working long into the night, especially if you had a job lined up for the following morning."

"So far I've had a good run. Hauling timber using ERFs has meant everything to me. It has been hard work at times, but I wouldn't have wanted it any other way."



WRC 476M was featured in *HC* October 2010, when it still carried its original Eastern Region BRS livery.



VBV 921V was new to LTD Haulage of Preston.



Norman Carpenter's 1964 Commer Superpoise.
PHOTOGRAPHY DAVID CRAGGS.

Heritage **COMMERCIALS**

A WORLD OF CLASSIC LORRIES, TRUCKS AND VANS





The three generations of the Breward family – Bob, Geoff and Jamie.

Three generations

Dave Bowers visits the Breward family, three generations of old lorry restorers and collectors.

Words & Photography: Dave Bowers

The Ford Transit that Bob Breward drives every day pays tribute to the many old commercials this Bishop Auckland based family has restored over the years, by displaying photographs of them on the sides and doors. It also displays photographs of vehicles owned by others that have attracted Bob's notice over the years.

Bob has also passed his commitment to restoring old lorries to his son Geoff, as demonstrated by the ERF KV he has rebuilt, and in turn, Geoff's son Jamie, restorer of the Scammell Routeman. The commitment of this family to commercial vehicle restoration is also proudly spelt out on Bob's TK's headboard – 'THREE GENERATIONS'!

BEDFORD TK

The present situation with the red TK, which was built in 1962, is that the rear springs need re-tempering, and also some attention is now required to the master cylinder and braking system, so it wasn't at all possible to photograph this fine old truck outdoors.

ERF KV

Geoff was asked to provide some background info on the ERF KV, which is still in quite remarkable condition considering the restoration work was all done some 15 years ago: "This ERF was built for Carrs of Carlisle to the firm's own specification. The build sheet that we have records that it wasn't supplied with a front bumper, and it had front wings that allowed for a 4in offset of the front wheel rims, which allowed for a greater steering lock. This probably helped out when this lorry was steered around the works site. The tyre sizes are 10.00x20 on the front and 9.00x20 on both rear axles, a common occurrence on many Sixties lorries."

A tipping tanker body was fitted to carry flour for baking in those days, although this was removed when the ERF was sold later on to Slater's of Wigton, the fairground people. "They removed the alloy bulker tank," said Geoff. "I heard they managed to sell this for more than what they actually paid for the

truck itself. They then fitted a Luton box body instead, which served as an airgun shooting gallery, with access being made via the rear set of van doors."

A farmer subsequently bought the ERF from Slater's, and the Luton body was then scrapped, although the large mural painted on the side of the van body, which recorded the motto 'Cock of the North', was then exhibited on a farm building.

"Stuart Ritchie became the next owner," Geoff explained. "And when I spotted the ERF in his yard under a sheet, I then managed to persuade him to sell it to me."

After the ERF arrived in 1995 at Geoff's yard in Bishop Auckland, he asked a family friend, Vernon Dykes, if he would start work on the cab. However, this didn't begin all that well, as once the outer glass fibre panels had been prised loose and then removed, it was found that it was only the external panels which were holding the structure together, and the internal wooden framework fell apart like larger than life matchsticks.

"Vernon managed to make up a new skeleton wooden frame for the cab," said Geoff. "I then re-skinned it using the original outer panels, which were all in good condition. This work was all done over a six-year period that was finally completed in 2000, a restoration that went very well, including the respray. The cab was painted by Geoff Hodgson, a commercial vehicle painter from the Bishop Auckland area, with all the other paintwork being done by myself."

When the ERF arrived, finding a replacement for the missing driver's door was one of the first tasks. Also establishing what was wrong with the Gardner 150LX/B, six-cylinder engine, as one by one, each of the cylinders shut down when first run. This was traced to water in the injector pump, a situation that was soon rectified with a thorough clean out.

Rewiring a domestic electrical plug is as far as it goes with the Breward family members, so Geoff arranged for one of Vernon's mates to take on the job of rewiring the ERF, a task

for which the electrician arrived well prepared for his non-stop, 13 hour session, sensibly bringing along with him a massive flask of coffee and an overflowing box of sandwiches.

Philip Blamire, a local upholsterer, then recovered the cab interior panels, seats and dashboard.

ENGINEERING WORK

Some pretty basic repairs had already been carried out on the rear axles to secure the shackle pins which had worked loose in their housings. The crude solution had involved welding the pins into position as a permanent fixture – something that wouldn't do at all in Geoff's estimation, so he asked Shildon Engineering to cut the pins out and then build up the shackle housings so a set of new pins could then be substituted.

This firm also came to Geoff's assistance by rectifying a problem due to a badly worn balance beam on one side of the rear suspension, which was achieved by substituting a set of phosphor bronze bushes as opposed to the original bearings. These are now lubricated by grease nipple, with only two or three pumps being required at the beginning of each show season.

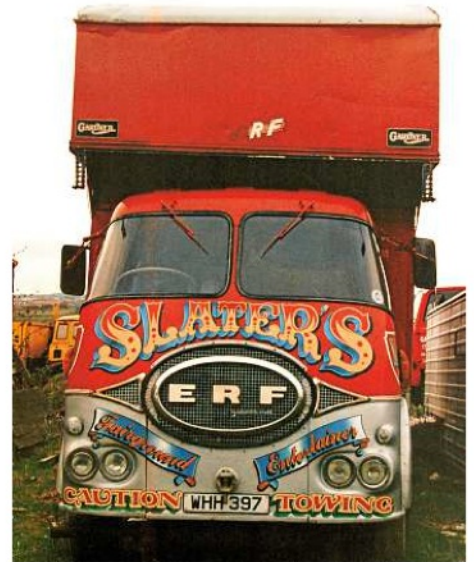
Fortune smiled on the project in that little needed doing to the Gardner engine other than having the injector pump overhauled which cost £500, and routine servicing. However, Geoff noticed the build sheet recorded a David Brown six-speed gearbox, but at some point this had been replaced with a David Brown five-speed gearbox, something that he was anxious to put right. "I eventually found a six-speed gearbox in a Newcastle-Upon-Tyne scrapyard, so then I brought this home," said Geoff. "But then I found that the original clutch wouldn't fit, so that also had to be replaced by going back to the scrapyard to buy a 16in clutch, but that wasn't the end of my problems, as the flywheel also need changing to match the new clutch. So I had to make another trip to obtain it as well before the six-speed gearbox was working at last. But then I found that the



Bob's everyday transport displays his love of classic vehicles.



The 1962 Bedford TK currently being worked on.



The ERF was the subject of a six-year restoration. It was originally a flour tanker before moving into showland. Geoff bought it in 1993.

gearbox now had a reverse pattern, my guess is that this gearbox came off a lorry with two remote linkage boxes fitted. So this is something you always have to remember whenever you come to a roundabout.”

The PTO pump and the hydraulics, as first installed for the tanker body, were still installed, although these were seized solid, something which Geoff then wanted to resolve. This was just for the fun of it rather than any practical purpose, although lifting the rear body does improve access for maintenance and repair work on the chassis, should this be needed. “This work on the lifting hydraulics was done before we built and added the rear body,” Geoff explained. “I took the ERF down to Randolph Coachworks of Bishop Auckland, which attached a large chain to the top of the lift rams and then began lifting the rams with the chain using their overhead crane. This actually lifted the front wheels of the ERF off the ground as the hydraulics were working to lift the rams at the same time before there was a large ‘bang’ and the rams were freed, allowing the front of the wagon to drop back to the ground. And the rams and hydraulics have worked perfectly well since then!”

The tall rear body was made from scratch using timber and it had been intended to add

living accommodation, something that seems to have been overlooked since work then commenced on his son Jamie’s Scammell Routeman. This in fact was bought some time before the ERF KV, although rebuilding the Sandbach product came first under what turned out to be a mistaken assumption it would be the easier of the two to complete.

Marking a generation shift in perspectives, dad favoured the Sixties ERF as he has so many memories of these trucks in their heyday, whereas Jamie recalls the Michelotti designed Scammells, this being the bee’s knees from the late Seventies decade onwards. So it would be fair to say there’s been a bit of father-son rivalry over the years that these old commercials took shape, which continues to this day.

SCAMMELL ROUTEMAN

New to Ciba Geigy in 1974 as a tanker for carrying agricultural chemicals, this Routeman was built with a Leyland 680 engine and a six-speed gearbox installed.

This lorry was later sold to Egger Limited, a chipboard manufacturer in the Hexham area of Northumbria, its sole purpose being the transportation of glue needed for the manufacture of chipboard. The glue needed to be collected from a nearby railway depot in Hexham, such a short distance away that

may well explain the low overall mileage on the clock.

However, during Egger’s ownership, the tanker body was removed at some time, and transferred on to an artic trailer. This resulted in the Scammell being declared surplus to requirements and was sold on as a bare chassis/cab unit. It was then bought by Ralph Crow of Deighton Brothers, who was only interested in reusing the tanker PTO and hydraulic pumping gear, the intention then being to scrap the lorry. This is when this Scammell came to Geoff’s and Jamie’s attention, circa 1993.

Jamie commented: “I did the brakes first of all. We were very lucky with the 680 engine, as this didn’t need anything at all, except for overhauling the injectors last year. I also went through all the running gear, fitting new wheel bearings and inspecting the double reduction rear axle hubs. I also had to strip the gearbox after my first drive in 2011 as one of the bearings needed replacing, which is when I took the opportunity to fit a new clutch assembly. Later on I found a rat’s nest inside the clutch housing when the clutch needed readjusting; access for the rat being available through the inspection plate that I’d removed a few months previously.”

Finding a replacement fuel tank seemed like



The ERF was the subject of a six-year restoration. It was originally a flour tanker before moving into showland. Geoff bought it in 1993.

a real problem until it became known that someone had bought up a large stock of old truck spares after the Blue Circle cement firm had disposed of its truck fleet. This meant Jamie had found a supply of other badly needed items, such as side lights, indicators, brake air tanks and new air pipes, all in brand new condition.

There was some accident damage to the glass fibre cab on the driver's side near the front turn indicator and taking in the uppermost of the stylish ribs that Michelotti designed. So Jamie brushed up his glass fibre skills, which also came to the fore after he had previously noticed something was definitely wrong with the headlights.

The cab of the Routeman sits lower, and more forward of the front wheels, than it would on a Scammell Trunker, so the height of the headlight pod should sit a bit higher to compensate for the lower height. However, it would appear that the original Routeman front wing on the offside may have been damaged at some time, resulting in one taken off a Trunker then taking its place. The downside of this was the headlight pod on the offside was a few millimetres higher than the one on the nearside. Jamie managed to correct this by partially filling in a section of the offside headlight aperture, then cutting a new hole for the headlight pod to match the height positioning of the original headlight on the nearside front wing.

The rear set of mudguards for the twinned rear wheels were fabricated on site by buying a pair of single sized mudguards and then cutting them in two at the apex of the curve,



Originally a racing car transporter, this TK has now been converted into a motorhome. It's now for sale – give Bob a call if you're interested.



the two sections then being joined by splicing in a flat section of steel, with rounded edges to match the overall design.

To cut down on the costs, rather than paying out a wedge of money for the chassis to be shotblasted, Jamie achieved exactly the same result using a needle gun – putting in hours and hours of hard, laborious work.

Following the same solution adopted for the ERF KV, a visit to a Consett scrapyard provided an inexpensive set of second-hand tyres. The rear body was yet another Breward-built creation, using more expensive, hard wearing keronene on this occasion.

So far, Jamie's most monumental drive with the Scammell involved setting off with a 26ft long caravan from the Isle of Wight for the Dorset Steam Fair, where the caravan was then dropped off, so that he could then continue his journey home to Bishop Auckland, a 13 hour journey that he thoroughly enjoyed.

FOR SALE

In addition to the ERF KV and the Scammell Routeman, I also took a look around a couple of other trucks that may be for sale at the right price to the right buyer, these being both owned by Bob, the elder of the Breward clan.

These trucks are a 1968 Bedford TK with bodywork supplied by EJ Baker and Company, the original design being a motorsport support vehicle fitted with crew bus seats and a viewing platform. This body was later converted for a new owner as a motorhome for attending equine events. With only 30,000 miles on the clock, this petrol engine TK averages 14-16mpg. In addition, Bob also has another low mileage truck for sale, a rare to find BMC Laird that's covered 51,000 miles after working on site for the Hartlepool port authority. This comes complete with a heavy-duty winch and beavertail body. Further details for anyone who is interested in buying these lorries can be obtained by giving Bob a call on 01388 778488.



This BMC Laird is also for sale. It's only done 51,000 miles from new.

It's behind you!

Part 2

Carrying on from last month, **Russ Harvey**, Minor LCV Register Historian, tracks down the only known survivors of the 'Minatic' light artic.

Words & Photography: Russ Harvey/As stated

Production of the Minatic ended in 1969. However, many had found varied uses prior to this. The Minatic 21, for example, found use with the General Post Office (GPO) during 1964 as a 'Mobile Jointing and X-Ray Unit' towed by a long wheelbase Land Rover, dealing with the land sections of submarine coaxial cables.

The Minatic was modified with the Luton section having an equipment locker on each side. These were designed to house items of jointing equipment. The interior came equipped with workbenches and floor-to-roof storage cupboards on each end nearest the door. The offside workbench was termed the 'wet bench' where film processing took place and was equipped with a stainless steel sink and a gravity water supply from a 40 gallon storage tank in the Luton Head.

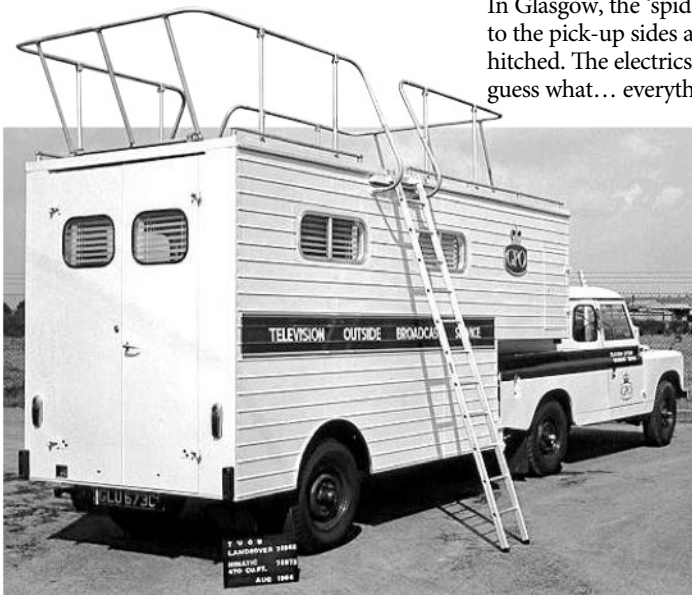
They also found use with the GPO Outside Broadcast Section, linked in with both the BBC and ITV, and were supplied in August 1966. As with most GPO vehicles, these were supplied to its specifications, and in this case included a roof section with a ladder and handrails for use on outside broadcasts.

MINATICS TODAY

Of the survivors, the first trailer to be discovered appeared on the internet auction site eBay, in 2004. This was being sold by David and George Gardner of Glasgow. George had owned the trailer for some 20 years, with the original intention of using it in the family's antiques business. However, it ended up being used as a secure store. This particular trailer is a Minatic 11 and is 12ft long by 5ft wide by 6ft 9in, and carries a works plate confirming it can be used both with the Mini and Minor pick-ups, the difference being the load capacity.

George Gardner recalls from the 1960s seeing a similar trailer, but a larger version, and one can safely assume he saw a Minatic 21. This was being used by a removal firm in the Paisley area. The Minatic 21 is depicted in the sales brochure towed by a Morris J4 in a publicity shot at Prestwick Airport, and the pick-up has SAL - Scottish Aviation Ltd - on the front doors.

My good friend Ivo Roest, from the Netherlands, bought the trailer after the internet auction ended. Arrangements were then made for him to catch the ferry from IJmuiden to Newcastle in his Minor pick-up. In Glasgow, the 'spider' coupling was bolted to the pick-up sides and the trailer was hitched. The electrics were connected and guess what... everything worked! After



The GPO used the Minatic 21 trailer for outside broadcasts towed by a Land Rover. PHOTOS COURTESY ROBERT FRESHWATER'S WEBSITE



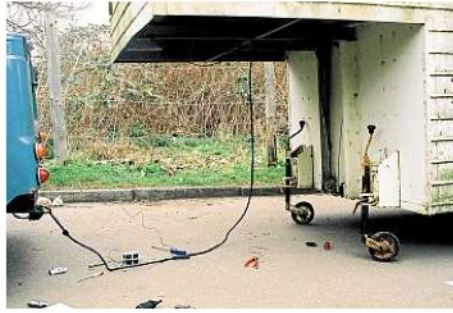
ABOVE: Morris J4 towing a Minatic 21. It's depicted at Prestwick airport, and the vehicle proudly carries the manufacturer's name of Scottish Aviation Limited (SAL). PHOTO COURTESY GRAHAM ARNOLD



LEFT: 114 hitched up in Kent ready for the off to Holland. PHOTO IVO ROEST



Minatic trailer 114 in an as found condition, minus rear door and back lights. PHOTO IVO ROEST



Testing the electrics after repair on 114 in preparation for its journey to Holland. Note the jockey wheels in use. PHOTO IVO ROEST



Close-up of the interior. The wood is for securing the payload and is not an integral part of the construction.

bidding fond farewells and just 10 miles down the road, the brakes began binding on one side. However, minor adjustments sorted them out and no more problems were encountered for the rest of the 250 mile trip back to Holland.

DRIVING ADVICE

After driving back home, Ivo says there are three things to be wary of when using the combination. Firstly, care must be taken not to ground the trailer. Secondly, as the trailer pivots on the ball coupling it can strike the top of the pick-up side top rails, especially when turning or even driving through a pothole. There is actually some damage on the underside of the trailer to indicate that this has happened in the past. Also good mirrors are required as rear visibility is poor.

Interestingly, these same comments were first made some 40 years ago, after road tests first appeared in the commercial vehicle press in 1964. And due to these criticisms, some modifications were made during production. One such modification was the low mounting of the coupling ball, and a change was made to enable a minimum clearance between the body and trailer of 6in when used with a Mini pick-up and 3½in when coupled to a Minor. SAL also recommended that wing mirrors be mounted on extension arms offering a great field of rearward vision. Perhaps though, a larger body clearance would have been beneficial...

Incidentally, Ivo has left the trailer in the original livery of the first owner, George Hannah of Kilmarnock, as he wishes to retain that period feel.

Around a year after purchasing the Minatic, Ivo took it to an event at the Brooklands Museum in Weybridge, Surrey. Here he learnt of the possibility of another Minatic trailer that was on an industrial estate in the Rochester Medway area.

This was too good an opportunity to let slip by, so Ivo decided to have a look on his way back to catch his ferry. After much driving around on a rather rundown industrial estate out in the middle of nowhere, he found a Minatic 11 located in a row of old containers slowly sinking into the wet ground. Its condition looked a lot worse than it was – minus its wheels, only one rear door (for some reason this one had double rear doors)

and smashed rear lights. However, it was complete and surprisingly solid. It was also stuffed full of 20 years' worth of rubbish!

The next step was finding out who the owner was, and more importantly, was it for sale. The owner, Ivor Jauncey, was traced and very quickly Ivo had made a deal with him on the phone. All that remained for Ivo was to get it moving and then tow it back to Holland. The following week he was back from Holland after 'borrowing' the wheels and rear lights from his other Minatic, and loading up his pick-up with tools, jacks, wiring, connectors, rope etc., in order to get the new Minatic back on the road and hitched-up to his Minor.

After emptying the trailer of its rubbish, the wheels and original chrome hubcaps were found, and some delicate jacking and then fitting of the wheels saw the trailer pulled on to the Tarmac. The Minatic was then lowered on to the pick-up and transported out of the compound. Some considerable time was spent in the undergrowth looking for the other door and towing spider that were 'supposed to be there somewhere', but sadly they were never found. With the electrics sorted, brakes disabled and hubs greased, a 300 mile trip back to Soesterberg via Dover and Calais was uneventful.

TRAILER NUMBER TWO

This Minatic trailer carries a chassis plate that designates it as '11/114' meaning it's the 114th Minatic 11 assembled. This was during March 1969, the last year of manufacture, whereas the first trailer found carries '11/087' making it a much earlier example.

SAL 114 has some interesting history. Ivor Jauncey confirmed that his father purchased the trailer new for his business, Strabor (Aircraft) Ltd, that made aluminium staircases for the aircraft industry. If you look closely at the trailer you will notice a row of brackets fixed to the side, near the roof. They were used to strap the wings of a Tiger Moth on, when it was being ground transported to and from the airport. Unfortunately no photos of this are available...

Since purchase the trailer has been repaired to a usable condition, with all the broken items being replaced, and new rear doors have been fabricated. The rear light units were sourced brand new, and were listed for a Sunbeam.

There are a few differences between trailers 114 and 087. The most obvious is the double rear doors on 114, meaning that the number plate mounts above them. Also 114 is equipped with telescopic shock absorbers, which was a point mentioned in the brief history last month.



One of the survivors being put to good commercial use in Holland, almost recreating the sales brochure cover image. PHOTO IVO ROEST



Body to trailer side clearance for the Minor was only 3½in, so it's understandable that contact was inevitable.

I am indebted to David and George Gardner, Ivo Roest and Graham Arnold for their contributions to this article. However, I have one final question, how many more are out there waiting to be hooked up and towed away? If you find any let us know!



Ivo's first Minitec trailer, hitched up in Glasgow ready for the off to Holland. PHOTO DAVID GARDNER



Thanks for the *memories Arthur*

As Consett's main photographer of note during the 1950s and 1960s, the late Arthur Philipson took all manner of images; and as **Bob Tuck** discovers, his work for Consett Iron Company produced some classic gems.

Words: Bob Tuck **Photography:** Arthur Philipson



Of all the photographs Arthur let me use, this must be my favourite. Sidle Cook bought a four-strong batch of Super Beavers/Hippos which were a cancelled export order, and 7600 UP was my own favourite. It went on to give an extended life on recovery work and in that guise I drove it briefly when Tom Carruthers had it on the A75 at Carrutherstown in Dumfriesshire. And, thankfully, it's now in preservation and getting tantalisingly close to coming back on the road. Watch this space!

In this modern day digital age, we almost take good quality photography for granted. In fact some folk don't even bother to use a camera as the latest generation of mobile phone can also record some more than impressive images – both still or moving. Of course, life wasn't always like this and back in yesteryear, very few people had the inclination or budget to invest in a high quality camera. Instead, when something special had to be recorded, you simply rang up your local photographer and booked him for the event.

Every town had at least one, and growing up in the 1950s and 1960s in Consett, Co Durham, Mr Philipson was the man I recall as coming to family weddings or producing a superb posed portrait of my elder sister Sylvia when she reached the age of 21.

Of course, Mr Philipson (even now I find it difficult to call him Arthur) wasn't the only photographer in town as Howard Freek also had a studio at 61 Park Road, Blackhill.

But the reason road transport historians

across the land should applaud the photographic efforts of Arthur is because CIC (Consett Iron Company) commissioned him to record all manner of happenings involving the works. Many of his pictures of 'The Company', (as it was simply known locally) were obviously taken internally; but occasionally Arthur would get on to his AJS motorcycle (he later apparently progressed to a Morris 1000 car and then a Wolseley 1500 saloon) and travel to see something special approaching.

Photography in these earlier days was a lot harder than it is now. The gear was heavy to lug around and most of the quality images needed a plate style of camera supported on a tripod. It was impossible to review the shot you'd just taken (as we all tend to do now by looking on the back screen of our digital camera) while make a mistake with settings and you didn't have the prospect of something like Photoshop coming to your rescue to repair or enhance your digital image.

Most photographers also did their own developing and printing in the dark room

which meant sloshing around with all sorts of chemicals. This was another process that could go wrong although any photographer worth his art knew all sorts of techniques to dodge in extra light etc during the printing phase and so improve the finished print.

So the next time you pick up an old photograph, spare a thought for the person who took it. A lot in the trade printed their name on the back which hopefully generated extra commissions in the future. It was also a way of trying to protect your copyright which is something almost impossible to do in this modern digital/internet age.

Back in the early 1980s when I was researching my first book on road transport, Arthur (who was then retired) was good enough to search through his archives and help out with a small selection of suitable heavy haulage images. In wishing me well with my literary efforts, he – like many of his ilk – was only too pleased that his images should be seen by a wider audience: "Just credit me with a mention," he asked.



In Consett, almost everyone knew Arthur, who had his studio at 4 Front Street, which is almost as close to 'The Company' as you can possibly get. One man who recalls him better than most is Ian Gibson who used to be a neighbour: "We shared the same back street," says Ian, "as our house backed on to Arthur's."

Ian recalls Arthur was an exceptionally good organist and even taught classical singing when he wasn't standing behind a camera.

A lot of things have changed since 'The Company' closed in 1980 when something like 3000-4000 people lost their jobs. Very little now remains of the works site, but thanks to the photographic efforts of Arthur Philipson, some of the many big loads that came into Consett can still be vividly recalled. And reflecting on the expertise that Arthur (and all his fellow photographers) demonstrated, the quality of these images is still considered to be of the highest standard. Thanks Arthur.



Arthur drove all the way to Bowes Moor and Bowes village to see this particular load of Sunter's en route to Consett. Built across at Distington Engineering in Workington, the 17ft 3in wide, 80+ tons Kaldo ladle carriage took up residence (en route) in Carlisle longer than anticipated. The haulier had followed the laid down route across Cumberland but on reaching Carlisle, there were some unplanned roadworks in the way. Sunter's suggested plating across the damaged stretch of road so they could carry on but the local authority insisted the company wait for weeks for them to be finished. Instead, Jock Fraser and the Sunter team unloaded the carriage on to a pile of timbers on a car park in the town centre. They left town under the cover of darkness and while the authorities were furious with Sunter's, the load stayed there until the route was clear.

The company had too much work for its big Crane girder trailer and couldn't afford to park it up in Carlisle for weeks on end. It's great to see the cross-Pennine A66 over Bowes Moor which was then in single carriage form. The question to Sunter fans would be to identify what was the tractor pushing this load at the rear. I think I know – but I must confess to not being totally sure.



When this 170-ton roll housing came to Consett at the end of a five-day haul from Sheffield in April 1960, Arthur had to climb to the top of the Rex cinema to get the whole outfit into perspective as it came along Medomsley Road before turning right into Front Street. Pickfords was using two brand new Scammell Super Constructors for the job but for the climb up Jaw Blades bank (and past the ITV transmitter at Burnhope when the gross train weight would be about 350 tons) a weathered-looking Birtley-based Constructor gave the outfit a double head. Naturally, Pickfords utilised its big Crane trailer TM413 – which still survives today. It seems that Arthur may have been using a white Mini then because the vehicle crops up in two of the shots – in a small lay-by in one and then on the market square in another. The traffic lights are still here in Consett but the bus station and the old market square have all changed – as have many of the shops in view.



This crane girder is pictured en route from Dukinfield near Manchester to the Consett works, perhaps in 1965. Walsh's of Darwen moved a huge amount of this traffic and heavy haulage fans would love to note the method of carriage. Supported at the front on a very short semi-trailer, the rear bogie is obviously a chopped down rigid six-wheeled wagon which was converted for use as a steerable bogie. The traffic lights being rounded are at Leadgate – a town near Consett which is now bypassed.



I'm not sure how this image slipped into the selection of heavy haulage shots which Arthur passed on to me but the setting does go to show what a varied life he led; and again underlines the very high quality of his work.





LEFT: I almost cried when I saw this shot of Arthur's. 'The Company' had a fleet of about a dozen of these specially built AECs which were normally used to carry steel to Jarrow on Tyneside. As a kid I saw them virtually every day but (regretfully) I never bothered photographing them because they were nothing special. So to see this superb shot of Arthur's with a load of fabrications really made my day.

BELOW: I've no idea why two of 'The Company's' AECs billet moving outfits had to move this 130ft long pipe but I was pleased that Arthur was required to record the movement. I love the raised viewing position which Arthur was able to gain and while many of us currently make use of mini zoom lenses to crop the shot accordingly, Arthur had to time the taking of this shot to perfection with his fixed lens.





Not a lot of weight in this extra-wide mould which is en route to Consett from Thornaby. Philip Braithwaite is the Sunter driver and he had fond memories of this well-liked AEC Mammoth Major. It's great to see the view back up Consett's Front Street when Arthur is stood outside Robson's garage (the town's Vauxhall/Bedford dealer). Arthur's studio at 4 Front Street is just a few steps away. Double-decker fans will note the Northern's Guy Arab although I was never a bus fan – until they bought the Leyland Atlantean, which could really fly.



Arthur was requested to capture another internal move which dates from September 15, 1967. Siddie C Cook (which by then was part of the huge Road Services Forth organisation) used this virtually brand new Scammell Junior Constructor and a pair of steerable Crane Fruehauf bogies to make easy work of this awesome lump.



Again I have no idea why Siddie Cook asked Arthur to make a photographic record of this part of his fleet parked up in the Cook Sherburn Terrace premises in about 1957. But as a long term fan of Siddie and the entire Cook dynasty, I was only pleased he did so. Happy days!

SOUTHERN STARS

Paul Gleeson is one of New Zealand's most prolific lorry restorers.

Roger Hamlin paid him a visit to see his latest projects.

Words & Photography:
Roger Hamlin



The Mercedes-Benz 1418 is Paul Gleeson's latest stunning truck.



All it requires now is the finishing touches – adding the firm’s logo to the stock crate.



The 1418 at work with the previous owner. Gleeson Brothers had operated similar vehicles in the 1970s/80s, and had actually modified some with 12-speed gearboxes for farm use.



Paul’s next project is this four-wheel drive 1954 Mercedes-Benz R312.



The workman-like interior of the R312.

It’s nearly two years since I last paid a visit to Paul Gleeson, who comes from Mangatainoka in the lower half of the North Island of New Zealand. Last time I saw him he kindly showed me his superb 1912 Daimler lorry (*HC* September 2012). Anyway, I turned into the little road to Paul’s ‘tin hut’ house and workshop, and found him sitting outside on a bench in the sun.

After the usual pleasantries I asked what he had in store for me this trip. His answer was to go round the back and have a look for myself – and I was not to be disappointed. There in front of me were his two latest restorations, an S type Bedford, which we’ll feature in a later issue of *HC*, and a real ‘star’ in every sense of the word – a stunning 1973 Mercedes 1418 complete with an 18ft stock crate on the back. This was painted up in the Gleeson colours, but this time as operated by Laura Gleeson, one of Paul’s twin daughters.

This Mercedes was not one of the old Gleeson fleet, and actually came from a bloke down in Dunedin on the South Island.

A PIECE OF HISTORY

Gleeson Brothers had actually used a few Mercedes 1418 trucks back in the 1970s. Paul remembers that although they were around 50% more expensive than the equivalent Ford or Bedford, in the long run they were far more

economical to keep on the road. At that time Paul would fit tandem axles and upgrade the gearboxes to give them 12 gears instead of six. This made them far more suitable for spreading fertilizer, for example.

This particular truck was in not too bad condition when Paul purchased it a short while ago – but it did need the Gleeson touch. When you remember that Paul has very bad eyesight, you have to take your hat off to him. This Merc looks fantastic, and at the time of my visit only required the decals to be applied to the stock crate, something Paul said would be done in time for the annual Grand Christmas Parade in Pahiatua.

However, as eye catching as the 1418 is, it had a rival parked nearby that Paul had only just bought. This was his next project – a 1954 model R312 three-way tipper.

Coincidentally, this Mercedes was lettered with ‘Wayne Clark, Havelock North’, on the door, a steam traction engine owner I know. I knew Wayne would be attending the 50th anniversary celebrations of the Fielding Steam Traction Club, so arranged to meet him there to find out more about the 312’s history.

Wayne duly arrived at Fielding, and as he had owned the truck for the past 22 years he certainly knew its history. It had been brought into New Zealand in 1954 by a Mr Harold Parsons who was a contractor

based in Martinborough which is in the South Wairarapa area close to the capital Wellington. He imported it, with its factory-fitted three-way tipper, for one specific job – to work on the ‘Rimutaka Deviation’, a project to replace a railway line that went over very steep inclines, with one going through a tunnel.

The railways had contracted an Italian company through the New Zealand Ministry of Works to bore the five mile long tunnel. This was between Maymorn and Featherston, and the Mercedes was only used on the Featherston side. When this massive civil engineering feat was finished the Mercedes was sold to the Gear Meat Company in Petone, just outside Wellington. It then moved through three more owners before Wayne purchased it in 1992 to cart around his Ford tractors. At that time it had been stood-up for 16 years, and had quite a few bits removed including the wings. However, it was such a rare vehicle in New Zealand that Wayne decided to go ahead with the purchase. He then put it back together, got it running and road legal – and then sold it to Paul.

By now Paul will be well under way with the restoration. And if it’s half as good as his other restorations it will be a cracker. No wonder Wayne has asked for first refusal if Paul ever decides to sell.



On location

MOTORMAN'S *Cafe Gathering*

Words & Photography: Gyles Carpenter

Sunday, January 5, 2014, saw me at the Motorman's Cafe just outside Huddersfield. Johnny Murphy had once again kindly invited me to join in with what started as a gathering of friends, and in just a few short years has become one of my favourite events of the year. Despite the sub-zero wind chill there was a fantastic turnout – a real credit to John, with invaluable help from Mark Griffiths and Stuart Kaye.



Paul Parker's Seddon Atkinson 411 still carries the evidence of its previous military service.



Ian Parker's 1967 LV cabbled ERF looked every inch the working motor.



Now that's a good looking motor. This 1961 Seddon Diesel DD8 was brought along by Steve Richardson.



Bob Garlick's 1971 Bedford TK passing a derelict piece of British history. Apparently around 20 pubs have closed each week in the UK over the last few years...



Glenn Dearnley's AEC Mammoth Major was featured in *HC* back in December 2011. It was restored by John Murphy.



Ray Beckwith's Atkinson Borderer still works occasionally for Comfortex.



The two Fodens are owned by Steve Slater and are still at work. The Atkinson is owned by Stuart Kaye – see last month's *HC* for its story.



John Murphy – organiser and all round good guy.



Kiran Tolson's ERF B Series recovery vehicle in the colours of the Yorkshire Rider bus company.

Steering to PERFECTION

Based in Kent, Steering Wheel Restoration Services has been rejuvenating wheels for over 20 years.

Words: Stephen Pullen

Photography: Steering Wheel Restoration Services



An AEC Matador rim in for work.

When you restore a vehicle, some things are often easy to source. In my experience it's never been a real problem to find a replacement cylinder head, gearbox or radiator. But interior parts?

It does not matter how fantastic the exterior of a vehicle looks if the interior is shabby – and don't forget a cracked wheel can actually be an MoT fail. The tester's guidelines state a fail can be due to "a steering wheel weakened by modification, cracks, fractures, in a condition that hampers proper control or is likely to injure the driver's hands".

Paul Banham, owner of Steering Wheel Restoration Services, started the company back in the early 1990s. "Most of what we were making then in the way of steering wheels was for luxury cars like Rolls-Royces, Bentleys and Jaguars," he said, "but we soon found people asking us to restore all sorts of

steering wheels from boats to planes and everything in between. Tractors are actually one of the most popular now."

Since those early days, Paul has built up a business offering a fast, reliable, competitive service normally getting through steering wheels in seven to 14 days – well who wants to be without a steering wheel for longer than that?

The photographs show the before and after shots of a couple of commercial vehicle wheels restored by Paul's firm. The whole process for each took one week and involved removing all the original plastic, straightening the frames and preparing them to go into the mould with new plastic. Once out the mould, a hard polyester finishing coat was applied, then honed to give a period sheen.

Paul went on to say: "We have three moulds that relate to AEC alone, as well as other smaller lorries, such as the Morris

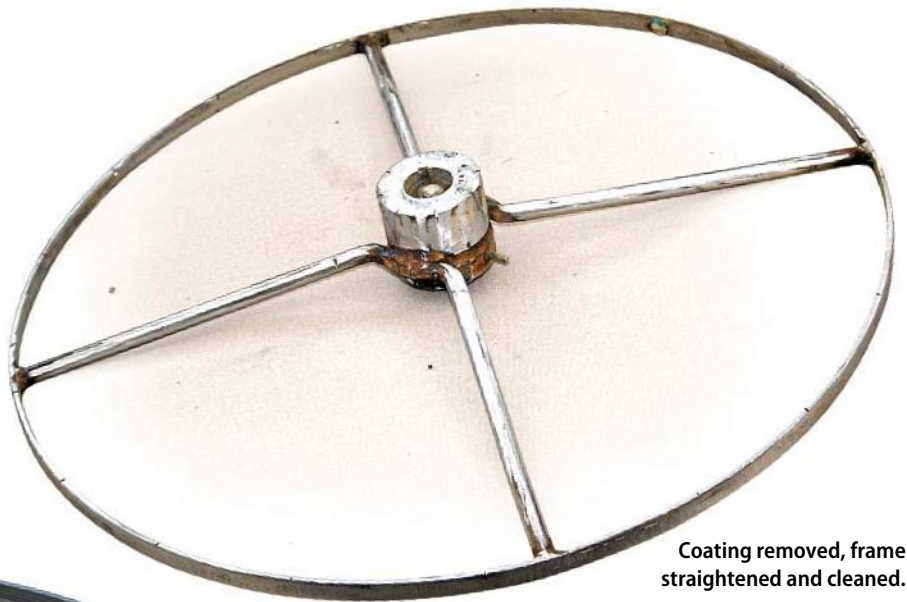
(Nuffield) and Austin Commercials. Our moulds give us the ability to not just recast new rims in old frames, but also to make complete new wheels if necessary; which we have done for Bedfords from the WS and O Series. Black is not the only colour we offer, we often get requests for other colours – green for military vehicles and white or cream for coaches and buses. We also have moulds for light commercials such as Morris Minors and Minis, which we regularly restore.

"A lot of the commercial vehicle moulds relate to buses, coaches and tractors as well as lorries. We have the moulds for every type of David Brown tractor ever made."

It's not surprising that commercials and tractor wheels now make up so much of the work, given the hard life they will have had – thousands of hours of use and no power steering etc.



The AEC Matador mould – one of over 400 different moulds owned by the company.



Coating removed, frame straightened and cleaned.



The finished item – like new.

“Our moulds give us the ability to not just recast new rims in old frames, but to make complete new wheels if necessary”



AEC Reliance rim – before and after.

Paul said: “People request our services either because the plastic rim has completely decayed and cracked, making it uncomfortable to use, or sometimes because it’s becoming slippery with the original Bakelite solvents leaching out over hands and clothes.

“Or simply the vehicle has failed its MoT due to the condition of the wheel, as it may be deemed unsafe.”

Altogether the company now has over 400 moulds for all sorts of vehicles going back to 1910, including cars, boats, aeroplanes, commercial vehicles, tractors etc. It has even restored wheels for Bren gun carriers.

However, some steering wheels do not require a complete restoration, and can simply be recoated, restoring the original hard glazed finish; this can be done in black or other colours, including marble effect.

Each job is treated on its own merits; if it is a wheel the team are very familiar with they can give a pretty accurate estimate of the cost over the telephone or via email.

However, a broad guide for a straightforward non-repair recoat is from £100, while recasting is from £275.

These prices do not include VAT or shipping. Goods can be sent all over the world.

Paul finished by saying: “Early vehicles from the turn of the last century often had a celluloid finish, while vehicles after the Second World War were generally Bakelite.

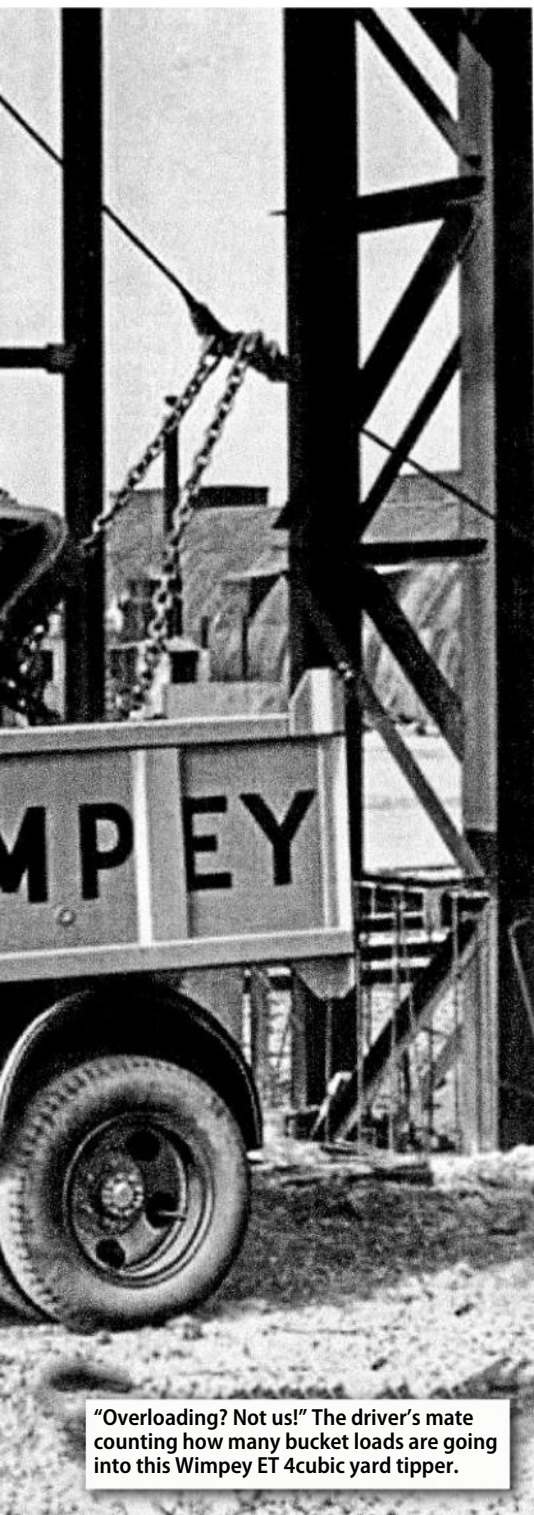
“We use modern plastics to replicate these finishes, which look the same but are stronger, more durable and safer – a lot of the materials used then are now banned.”

To discuss your requirements simply email myrtleprod@aol.com or telephone 01843 844962. Work examples can be seen on the website: www.steeringwheelrestoration.co.uk



VARIATIONS on a theme *Part one*

Words: Norman Chapman Photography: Norman Chapman collection/As stated



"Overloading? Not us!" The driver's mate counting how many bucket loads are going into this Wimpey ET 4cubic yard tipper.

There must have been hundreds of magazine features written about the Thames Trader Forward Control over the years. **Norman Chapman** hopes in this one there might be some aspects of this wagon that you don't already know.

Historically, most press coverage of the Thames Trader starts in 1957, when the wagon was launched into the eager road haulage industry. However, like any other vehicle, it didn't just fall off the drawing board and into the showroom, there were years of design and development before the lorry was introduced.

To set the scene for the arrival, we go back as far as the early 1950s. This was the time when Fordson/Ford of England had been given total responsibility from the Ford HQ in Dearborn, Michigan to produce its own range of vehicles. Management at Dagenham had made it clear that it wanted to produce all future models without any influence from Ford's US truck design. The current Fordson Thames ET model had been based on such a layout seen on the other side of 'the pond'. Incidentally, ET stood for English Truck. The chassis and powertrain may have had a US pedigree, however the cab was British. The Briggs Motor Bodies cab was popular with not just Fordson but also Leyland and Dodge. The same cab was fitted to the Leyland Comet of the day and the Dodge 'Kew'. Apart from the different badges, Briggs had altered the bonnet styling to give each manufacturer a different identity.

MINISTRY OF DEFENCE CONTRACTS

At the same time the Fordson sales department had put its self about a bit and had won a part contract with the British MoD to supply 5000 Military spec 4x4 vehicles. The other manufacturers included were Bedford, Commer and Austin. Bedford especially, was already tooled up for 4x4 production from the war years and could provide all terrain versions of its standard road going vehicle. It has to be said, Fordson had put the cart before the horse because the company did not have a current model to satisfy the contract, so time was of the essence. For some reason, the Thames ET model was not in the frame and not suitable for this particular contract.

Nonetheless, the lorry had been modified as a 4x4 variant for a separate overseas military use contract some years earlier. There must have been lots of missed lunches and sleepless nights endured until the design team came up with the new E model. The chassis on the E was a heavy duty design to cope with the stresses and strains associated with all terrain use which similarly had been carried out on some of the ET models, earlier. Power came from the Ford 3.92-litre V8 petrol motor which had been imported from Ford of Canada. The Dagenham factory at this time were only producing the smaller 3.6-litre V8 with an output of 85bhp. MoD requirements on performance standards wanted a bit more power and that's why the 95bhp Canadian engine was used.

The 4x4 transmission was supplied by American Warner and not long after would be manufactured in-house at Dagenham. As mentioned, time was of the essence and no

company would want to keep the MoD waiting. Fordson had informed the MoD that the vehicle put forward for the contract was based on its projected new model. The delay in actually having a wagon for the Ministry to assess was becoming apparent. Unbelievably, the MoD told Fordson that it was willing to bear some of the tooling costs in certain aspects for the new model.

COMMER CAB

With the wagon almost complete, it was time to add the driver's cab. The new model range initially was to have the secretly codenamed 'Atlantic' cab which was in its prototype stages with Briggs Motor Bodies of Dagenham. The projected cab was incomplete so when push came to shove, Fordson had to look for an alternative. Enter Motor Panels of Coventry who supplied the same cab as fitted to the Karrier Bantam and the recently introduced Commer QX. Even though Motor Panels supplied the cabs, Briggs was still involved in the cosmetic alterations to the front panel and the changes needed to mount the cab on to the E chassis.

The E was supplied to the MoD in three model variants. Although the 3-ton chassis/cab was the same, there was a difference in bodies. Fordson had outsourced the bodybuilding to various coachworks.

The 2E was termed as a general service vehicle which had a winch as an extra fitment, and 1408 were built. The 3E had an ambulance body and 782 of these were manufactured. Lastly was the 4E which was classed as a stores bin-bodied lorry of which 2810 were supplied. All of these variants were built between 1952-53. Commer was mentioned earlier as being part of the MoD contract and you may be wondering about the impact of Fordson's choice of the QK & Karrier cab on the E.

You might be thinking, were there two similar looking wagons used by the MoD with different badges?

The answer is no, the Commer vehicles supplied to the MoD as part of the contract were the Q4 normal control lorry. The Motor Panels cab had set the scene for Commer who would use it widely in the next two decades. Incidentally, Bedford supplied the R type and Austin, the K9, a military version the Loadstar.



Ambulance bodied 3E, one of the vehicles for the MoD contract.



A model E in civvy street, converted into a breakdown wagon and working for Andrews Garage in Tighnabruaich, Argyll and Bute.



Ex-Mobile Shop Trader with low frame chassis, converted into a living van.

NEW RANGE OF ENGINES

After the E model/MoD contract was completed there was a period of calm and relaxed attitude to the projected new model. This was due in part to the introduction of the new Ford designed and locally produced petrol and diesel engines.

Both types of engines were fitted to the current ET model giving the range a lot more scope.

The overhead valve motors, known as the 'fours' were a far cry from the purring side valve V8s. The first engines, petrol and diesel to enter production were both 3.6l capacity. The petrol version was rated at 70bhp @ 2800rpm and the diesel, 60bhp @ 2400rpm. Six-cylinder engines soon followed with the petrol version having a capacity of 4.88-litres and 112 bhp @ 3600rpm. The diesel was a bigger motor, having a 5.4l capacity and a 105bhp @ 2500rpm output. The fitting of the new engines into the ET range gave the model a new lease of life. There was an obvious fuel economy advantage over the the old gas guzzling V8 motor. Fordson was quick to re-brand the wagon as two new designations, the 500E (petrol engine) and the

502E (diesel engine). To further enforce the new aspects of the wagon, Fordson advertised it as the 'Cost Cutter' with models ranging from 2-, 3- and 4-tons. The 'oldnew' ET/500E models proved to be winners with better fuel economy for operators and this took the heat out of completing the projected new model yet again.

There was however, activity behind the scenes with the testing of 6-ton chassis prototypes, very similar to the E model. However, unlike the E, these were normal road going rear-wheel drive versions. But, in similar circumstances as the final completion of the E, there was a stumbling block situation concerning the cab. Briggs Motor Bodies was now part of the Ford Body Division and had put forward the aforementioned 'Atlantic' design. As it looked a lot like the old ET cab, it was rejected as part of the management's new way of thinking. They had stated that no designs associated with the ET would be carried forward on to the new model. Anyway, with the chassis and powertrain complete they could now focus on a new styled cab. One design in particular had the single piece windscreen facing forward at an

angle. To give you an idea of how this looked, it was similar to the rear window of the Ford Anglia 105E car used a couple of years later. When this cab was fitted and road tested, the drivers all complained of vision impairment and confusion due to reflections on the windscreen from road markings ahead. Needless to say, this design was rejected.

THE TRADER LAUNCH

In March 1957 at the White City in London, the culmination of all the years of design, development was put on show as the Ford Thames Trader FC (Forward Control). To mark the occasion the commercial vehicle side of the business had made a subtle name change and would be now known as Ford. The model line up included a 30cwt and 2- and 3-tonners with a 138in wheelbase. These came with the option of petrol or diesel four-cylinder engines.

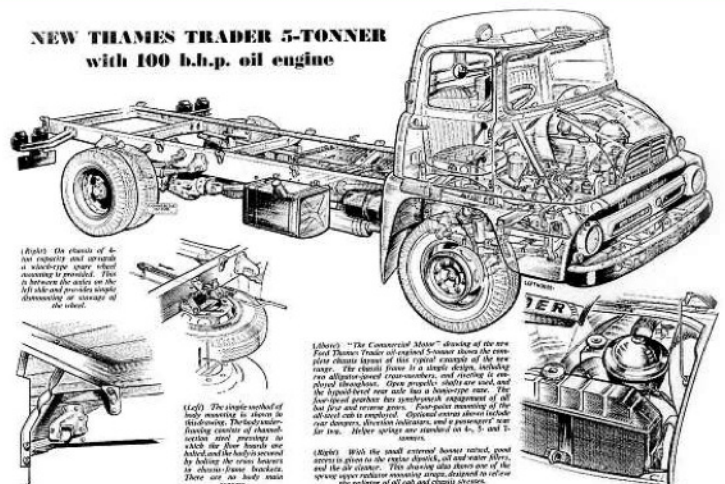
For heavier operations there was the 4- and 5-tonners with the same or a longer wheelbase of 160in. These had a choice of six cylinder engines of both fuel types.

Next month we continue with the look at the lesser known side of the Thames Trader.



LEFT: The cover of Commercial Motor magazine May 24, 1957, heralding the new Thames Trader. PICTURE BY KIND PERMISSION OF COMMERCIAL MOTOR

RIGHT: Cutaway drawing showing various aspects of the lorry. PICTURE BY KIND PERMISSION OF COMMERCIAL MOTOR



NEW THAMES TRADER 5-TONNER with 100 h.p. oil engine

(Right) On chassis of 4-ton capacity and arranged at standard wheel spacing as provided. This is between the axle on the left side and provides simple dismantling or change of the wheel.

(Left) The simple method of body mounting is shown in this drawing. The body is mounted on a standard chassis and provides an extra load capacity as much as 1000 lbs. and the body is secured by bolting the cross members to chassis frame brackets. There are no body-mounting bolts.

Liberty "The Commercial Motor" showing of the new Ford Thames Trader 5-tonner shows the complete chassis frame of this typical design including front suspension, transmission, and engine mounting. The engine is mounted on a standard chassis. The front suspension has a coil-over spring. The front suspension has a coil-over spring. The front suspension has a coil-over spring. The front suspension has a coil-over spring.

(Right) 1000 The small engine's lower intake, fuel supply is shown in the engine block, oil and water filter, and the air cleaner. This drawing also shows one of the special rear axle mounting straps, designed to reduce the reaction of all axle and chassis stresses.



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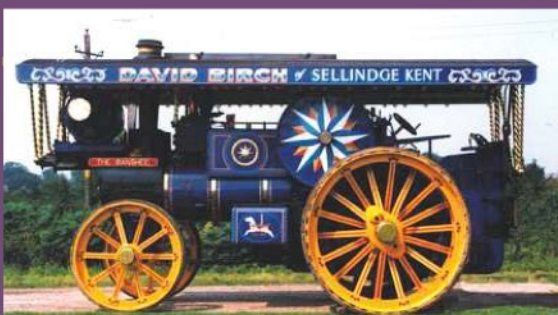
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Traveller's tales

Dave Bowers recounts his travels around Venezuela, and finds it to be a motorist's and truck operator's paradise.

Words & Photography: Dave Bowers

What image do you have in your mind of haulage in South America? Well, when it comes down to fuel costs, Venezuela is a real paradise. But if you're a fan of old films you may also picture the roads as being a nightmare.

Trucks and Venezuela have always dreamed up images for me of that marvellous old film *The Wages of Fear*, in which a team of four drivers take on what amounts to the suicidal task of driving cross-country on dirt-track roads to deliver a cargo of highly volatile nitroglycerine that was needed to extinguish an oil well fire which was out of control.

So how does driving in Venezuela today match up to those preconceptions, and was I likely to come across the sort of beaten-up lorries seen in the film – a Dodge T110 and a 6x6 of either White, Brockway or FWD manufacture? In terms of age, no, but in terms of roadworthiness – most certainly yes in some cases.



Chevrolet Silverado

First of all, seen languishing by the roadside was a Chevrolet Silverado pick-up that looks like it's definitely seen better days. However, believe it or not, it was actually in quite good nick, other than its generally worn appearance and the cab door mirror just hanging on.



Ford F100

How about this 'mix and match' Ford F100, with panels borrowed from a number of other examples? Due to many years of abuse the chassis had bent by a few inches at the centre. Also, indicating that this pick-up had been kept close by the sometimes stormy shores of the Caribbean, the steel seams around the top of the cab showed signs of parting company with the body sides due to corrosion.



Ford F600

This ranch-operated truck, that probably dates to the late 1970s, has clearly come in for some attention, with a full metallic respray at some time quite recently and also the addition of a crash bar to protect the set of four miniature spotlights.



Ford F600

Seen in the Orinoco region, this Ford F600 has been adapted for livestock transport with a heavy-duty cage structure on the back, and, as seen here, boasts a couple or more horsepower than the manufacturer intended.



Ford F600 dump truck

Here's another F600 Ford that's obviously been treasured by its owner/driver; with a rather unusual board structure protecting a pair of spotlights bearing the bold legend 'No Fear', a continuous line of amber running lights across the front bumper, yet more spotlights on the cab roof together with a rotating hazard warning beacon. Note those stickers emblazoned across the windscreen, which surely obstruct any forward vision, and also the set of yellow windscreen wiper blades to give a colour-coded look.



Ford F750 water tankers

Less colourful, but of great importance where rainfall can be sporadic to say the least, these two Ford F750 water tankers always seemed to be busy from dawn till dusk on Margarita Island, just off the Venezuelan coast.



Ford F750 water tankers

Although why should anyone bother to take a photograph of such an everyday sight really seemed to puzzle and bemuse the driver of the blue example.



Mack Model R

Looking as tough as they come, and as only a Mack can, this is a fine example of the Bulldog Breed's successful Model R, a truck which has a worldwide reputation for reliability. The spec for this 6x4 tractor unit includes a 450hp motor and Fuller eight-speed gearbox.



As regards my choice of transport? It may not be a commercial but it is unusual to British eyes. It was this little Nissan Sentra automatic of Mexican manufacture – but it was the cost of filling the tank that will be more interesting to you. This was just 50 pence! This is because the Venezuelan government heavily subsidises the cost of this locally produced asset to a maximum cost of just two pence per litre, or about 10 pence a gallon.

Finally, what about the concerns over the condition of the roads in Venezuela after taking account of what I had seen watching *The Wages of Fear*? Actually, they're not bad at all – especially when compared to the sort of condition we've become used to in this part of the world!

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Double bumper BEDFORD

Until relatively recently, a very common sight throughout Britain, the Bedford KM was an unglamorous but hard-working lorry – as these photos from **Mark Gredzinski** show.

Words & Photography: Mark Gredzinski



Labouring up one of the many hills in Dudley, this 1980 example belonged to the large Tarmac fleet of site tippers. These included many makes utilising all types of wheel configuration.

Outwardly similar to the ubiquitous Bedford TK, the KM generally worked at higher weights, serving operators from 16 to 24 tons GVW.

The earlier TK had been introduced in September 1960 and proved very popular with the nation's hauliers so it was a logical progression when the KM was launched in 1966 from the Dunstable plant.

Though it shared the same sized cab as the TK, the KM was altogether a tougher-looking proposition, since the cab was set higher off the ground with larger diameter wheels and wider front mudguards.

Added to that was a four headlamp setup with an integral bar across the grille and best

of all, a double bumper arrangement. This gave the KM a more robust look from the front and was more than just a cosmetic addition with the built-in over-riders helping to ward off small bumps.

The KM was expected to work in often quite rough conditions including the stop-start and harsh environment of skips and scrap metal. Many found favour with tipper operators in the 60s but the small cab was not suited for tall drivers who could suffer neck ache from peering under the low screen top. Also the handbrake on the right of the driver's seat could catch the open pocket of an unwary driver it is said, and pitch him out of the door! However, it gave a long life, with many examples yielding 20 good years of service.





This Bedford KME six-wheel dropside dates from 1974 and is seen in the Great Barr area of Birmingham. This is one of my favourite KMs and I used to see it regularly coming from its McKechnie Metals base in Aldridge. The company used to have quite a few Bedfords in its fleet, all done in this attractive silver and orange livery.



Glynwed International manufactured pipes and operated a variety of dropside lorries. One is seen here outside the large Lucas works in Newtown, Birmingham, all of which has subsequently been demolished.

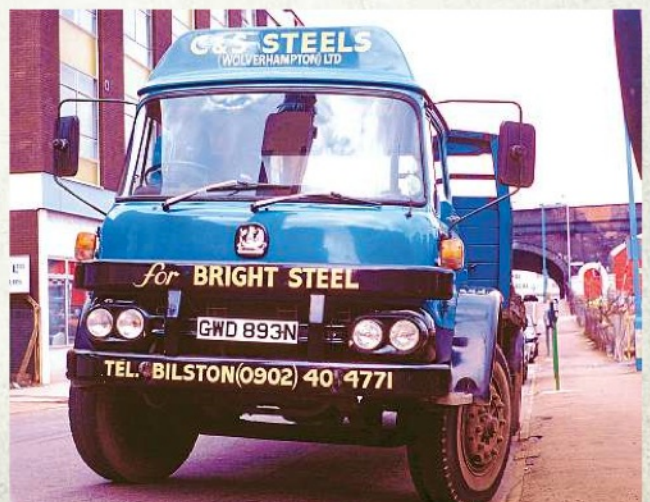


ABOVE: Brooks soft drinks of Oldbury used this dray to carry, well, bottles of pop basically! It was photographed using fill-in flash on a dull December day in 1989 at Wednesbury.



LEFT: JB Motor Services of the Caldmore district of Walsall operated this 1972 wrecker which has doubtless, like most KMs, gone to the great scrapyard in the sky!

RIGHT: At rest in the Hockley district of Birmingham in the colours of C&S Steels of Bilston, this 16 ton flat was actually operated by Kite Brothers of Netherton in the Black Country and was 12 years old at the time of being captured on film.





Conaghan Haulage of Selly Oak in south Birmingham ran this clean dropside bodied example. It's seen here in the north of the city on the way back to base, with 10 years of use under its wheels.

AXLE AND ENGINES

Most KMs were 16 ton four-wheel rigid, serving as flats or with box bodies, using a 7.6 litre 145bhp Bedford diesel, introduced at the time of launch. Many were pressed into service with dropside bodies for general and metal component transport.

Other popular applications for the robust Bedford were as drays for soft drinks companies and breweries, coal and potato merchants using sack loads, plus of course, skips for both general waste and scrap. The KM was also available as a twin-steer 'Chinese-six' rigid configuration, while 1969 found the first factory-built six-wheelers available with both single and double drive. There was even a KM eight-legger but this was a conversion by the Primrose Third Axle Co, rather than a factory built job.

In 1971, operators in Australia were offered a heavy-duty KM with a seven litre, two-stroke, 195bhp V6 Detroit Diesel and 10 speed Fuller Roadranger gearbox. Around a year later, a similar range of tractors were available for the UK market called the KMR2 for 32 tons GCW.

Again, powered by the throaty Detroit, these featured Fuller RT0609 nine-speed range-change gearboxes, dual circuit brakes and power steering. Most were destined for the works

Bedford fleet and continued in production until 1974 until the advent of the Bedford TM.

So, here's a selection of KMs, earning their keep whether shiny and well-kept or covered in road filth with faded paint.

BELOW: This KM belonged to Linpac Corrugated Cases of Bilston which used this curtain-sider to good effect for at least 12 years. It is seen here over the M6 on a bright January day.





Grinsells Skip Hire has been going since 1985 and is thriving with a fleet of Scania's and DAFs. This is an earlier example of the company's lorries with this 1980 KM taken in summer rain on the Tyburn Road in Birmingham. Behind can be seen a Glendinning ERF B series artic, coincidentally in a near identical colour scheme.



A more specialised load and corresponding bodywork is for the transport of compressed gas. The British Oxygen Corporation used a great many of these to carry oxygen and acetylene bottles etc, for use in industry. The fleet was always kept tidy and this example was pictured in the Sandpits area of Birmingham having come from Wolverhampton.



Clarks Carriers was the operator of this 1977 van-bodied vehicle, seen here in Hockley, Birmingham, but the firm's operating base is unknown.



Norton Persto Metals of Cradley Heath in the Black Country would have worked this skip lorry hard on the transfer of largely steel scrap around the area.



Out walking on holiday by the village of Upleadon in Gloucestershire, I chanced upon this 1975 KM belonging to Waterloo Sawmills, managing a quick snap as it passed by using a 28mm wide-angle lens.



Evans & Mondon was based in Halesowen, having been in business since 1947. It has since been bought out and used to operate both Scania 111 and Berliet artics on scrap metal work. This venerable 1975 KM was photographed coming out of the company's yard in 1987.



Banks's Brewery of Wolverhampton used a few KM rigids as drays for its beer deliveries, but very often artics have found favour in recent years.



Covered in December road and site filth on its lower half, JP Skip Hire of Birmingham ran this no-frills skip lorry, seen here by a Walsall roundabout.



This night time shot was taken under some railway arches in central Birmingham during the Eighties, using about a three minute exposure time to record this KM in the gloom.



T Holmes & Sons of Pleasant Street, West Bromwich, operated this 1977 skip lorry example with, if memory serves, a Dodge K series on the books also.



J R Collins of Pensnett was the operators of this 1968 example, seen here parked up at a yard in Kingswinford near Dudley.



Marsden & Son ran a small fleet of well-used wagons in West Bromwich including a Mercedes or two. This 1974 KM with flat body and headboard would have been used on general haulage, but metal loads would have featured heavily.



Commercial Vehicle Enterprises in Aldridge used this KM wrecker for many years and it was noted to be still there fairly recently. The yard houses the STS Haulage concern which ran yellow Volvo F88s among other makes.



Classic **CONTINUITY**

DAF and Leyland Trucks' plant parent, PACCAR, acquired Kenworth, the quintessential West Coast customer truck specialist, in 1944. **Ed Burrows** profiles an American legend in markets ranging from the US owner-driver Class 8 long-haul segment to extreme duty operations in the sands of Arabia

Words: Ed Burrows
Photography: Author's archive, Niels Jansen, Kenworth Truck Company, PACCAR International

For my birthday I want a red one with 80-tonne capacity bogie: Kenworth's current-spec 963 oilfield giant with 590-625bhp.



One from the family album: a mid-1920s flatbed, typical of early Kenworth logging trucks.



Following exports to Hawaii in 1936, sugar cane haulers became Kenworth's first 6x6s.



The legendary 853 desert oilfield 6x6 was initially designed for ARAMCO in the late 1940s.



The original 853s featured 318bhp Hall Scott gasoline engines. Tyre specs were based on a camel's weight and hoof print area.

To the uninitiated, it's not always easy to tell whether a Kenworth is a classic old timer, a model from a recent generation or current production. That's hardly surprising though, given Kenworth's philosophy of incremental improvement – but if it ain't broke, don't fix it. Operators like a KW to look like a KW, regardless of its era. Take for example the owner-driver Class 8 linehaul cab-over-engine Kenworths that used to bestride the Interstates. Only three basic cab designs have seen service in more than six decades.

The demise of COEs in the US was due to increases in permissible vehicle length in 1980s. This brought states in the

eastern US into line with the more liberal regulations applying on the West Coast. Although engine-in-front 'conventionals' have taken over in the US, cabovers are still catalogued by Kenworth Australia. But while the Down Under specs have evolved mechanically, the current K200 series cab features essentially the same sheet metal as its long-gone US K100 counterpart.

There are two sides to Kenworth. And they couldn't be more contrasting. As well as legendary trans-continental haulers, which out-bling luxury limos with sleeper options as commodious as top-of-the-range motorhomes, Kenworth also enjoys a



King of the road in the Sixties and Seventies, K100s could be spec'd with sleeper compartments that would put a Winnebago to shame.



In 1962, short-hood Detroit Diesel 6V71 powered model S925s launched Kenworth in Australia.

second-to-none reputation for ultra-rugged extreme duty trucks. Such outfits are the vehicles of choice for operations ranging from oilfields and ore and coal transport to logging and oversize load haulage. They are as comfortable working in the -40°C conditions of Alaska and the Canadian Arctic as they are in the 40 plus temperatures of the desert furnaces of Arabia.

THE BEGINNING

Kenworth was born out of the Gerlinger Motor Car Company, a Seattle car and truck dealer. The first truck was unveiled in 1915 and given the name Gersix, reflecting the installation of a six-cylinder Continental engine at a time in the US when fours were prevalent. Its design was well suited to the mountainous, high rainfall conditions of the Pacific Northwest which, before the advent of tarmac roads heralded by the 1916 Federal Highway Act, were more suited to horse-drawn transport.

In 1917, the business changed hands and was renamed the Gersix Motor Company. In 1923 this was changed to Ken-Worth – and subsequently to Kenworth – after the two principal stockholders, Harry Kent and Edgar Worthington. The stock was acquired in 1944 by PACCAR (Pacific Car and Foundry), under whose wing Kenworth has maintained its uniquely elevated status.

Extra grunt, together with the added strength of frame members produced in structural steel, gave the early trucks clear advantages over the products of manufacturers in America's eastern states. It is not stretching it to say that Gersix contributed more DNA than any direct contemporary to what became known as a 'Western truck'.

The Pacific Northwest is densely forested. Although logging presented an obvious



The 523 'bull-nose' cabover was introduced in 1949 and replaced by the K100 series in the early Sixties.



This early-Fifties 8x4 squeezed more payload volume within a regulation-limited overall length. The engine was midship, under the chassis.



953 series oilfield trucks like this tractor unit were in production from 1958 until 2006. Tyres were up to 5.75ft in diameter.



A 524 series 6x4, circa 1955; the guy perched on the load would give Health & Safety apoplexy, but he's a lumberjack so he's okay!

market almost at the gates of the Kenworth factory, in the 1920s, some automotive basics were still in the throes of invention. On steep downgrades for example, it was sometimes necessary for a truck to drag a log behind it to achieve sufficient braking effort. Situations of this nature spurred the efforts of the company's engineers to create chassis with performance and durability that would transform Kenworth and, with that, the efficiency of the lumber industry.

The first Kenworth specifically designed for logging appeared in 1928. The first three-axle truck followed a year later. Soon the company was also beginning to make inroads over the border, into western Canada's logging industry.

The development that really made its name as king of the Rockies was the introduction in 1932 of the first US diesel truck, powered by a 100bhp four-cylinder Cummins HA4 unit. Retrofits were quickly succeeded by a new Kenworth model designed with a diesel as original equipment. The relationship with Cummins has continued and became even more important a few years ago when

Caterpillar ceased to sell proprietary engines into the highway trucks market (although CAT units continue to be listed options for Kenworth oilfield bedtrucks, tractors and other specialist off-highway models).

More recently, there has been another change in the status quo. Up to 500bhp, the lead option engines are now PACCAR's own diesels. This follows the opening in 2010 of its all-new engine plant in Columbus, Mississippi, that manufactures the DAF-designed 200-500bhp PX/MX engine series. The DNA of these units traces back to Leyland diesels fitted by DAF in the 1950s and subsequently built under licence. Paths cross many times: together with DAF, the Leyland Trucks plant in Lancashire is, of course, also part of the PACCAR Inc group.

Kenworth's first diesel was fitted with a vertical stack – a piece of common sense subsequently copied by virtually every other US truck manufacturer. Its function was to overcome black smoke emissions from the original low-level exhaust if the fuel injectors were incorrectly adjusted.

LEGISLATION AND LIMITS

The year 1935 presented a challenge to the US truck industry in the shape of the Motor Carrier Act. The new legislation imposed tougher weight and size restrictions. To maximise payload capacity within a given GVW, Kenworth engineers developed aluminium cabs, hubs and other components. Other features included hydraulic brakes and four-spring bogie suspension. An innovative weight-saving torsion bar rear suspension set-up followed in 1937. During the second half of the 1930s, payload capacities ranged up to 10 tonnes for trucks and up to 15 tonnes for tractors. Engine options were six-cylinder Cummins' diesels or Hercules, Buda or Herschell-Spillman gasoline engines. While regular linehaul and distribution models were the backbone of production, Kenworth continued to be well entrenched in the US and Canadian logging markets. The first overseas exports were won thanks to a willingness to produce custom-spec 6x6 cane haulers for the sugar plantations of Hawaii.

To serve eastern Canada and the US, Kenworth operated a 523 production facility in Quebec.



During the Second World War, Kenworth's output was primarily accounted for by US Army M1A1 145bhp Continental gasoline engined six-tonne 6x6 wreckers designed by Ward LaFrance, together with M462 5-tonne, 4x2 cab-over-engine tractors. Neither of these types was built exclusively by Kenworth.

In 1945, as hostilities ended, what can be regarded as an important marker for Kenworths to come was the delivery to the US Army of two T30 experimental prototypes. The 8-tonne rated T30 was a 6x6 designed for operation as a truck or as a tractor. For the company's engineers, the T30's 290bhp Continental gasoline engine raised the bar in terms of power output, reflected in the 165-300-plus bhp Cummins, Buda, Hall Scott and Waukesha units spec'd by Kenworth as the 1940s progressed.

The T30's front sheet metal was reminiscent of the first Kenworth line-haul cabover, the 'bubble-nose' 520, introduced in 1936 and its 523 'bull-nose' successor introduced in 1949. The 523 cabover was replaced by the K100 in the early Sixties.

In spite of wind farms and green protestations, the world continues to run on oil and gas (and that isn't going to change any time soon). Onshore, the oil and gas industry has a marked preference for Kenworth, which over time has probably delivered more oilfield trucks than all the other market contestants added together. In the context of oilfield operations, the strategic importance of Kenworth's desert tractors is comparable to those other Seattle big hitters – long out of production but still in service; Boeing B-52 bombers of the United States Air Force.

BLACK GOLD

It helps to have friends in high places. Paul Pigott, PACCAR's then president, just happened to sit on the board of Standard Oil of California. Through this connection, in 1947 Kenworth was awarded a contract to design and build special-purpose trucks for the Arabian American Oil Company (ARAMCO). The result was the legendary model 853. With it, Kenworth had well and truly struck oil.

The giant 6x6 had a rear bogie capacity of 32 tonnes, featured side-by-side radiators for desert cooling, a 300-gallon long-range fuel tankage and 318bhp Hall Scott gasoline engine. Working with Goodyear, special low-pressure balloon tyres were developed suited to operations over sand. To calculate the optimal vehicle weight/tyre contact patch ratio, the project engineers measured a camel's hoof print and then weighed the camel.

The ARAMCO 853s were initially used in the construction of the Trans-Arabian Pipeline. At the time it was billed as the world's largest single civil engineering project. The initial order was for 42 units. The 853s were so successful that ARAMCO placed follow-on orders for well over a thousand, which at the time made it Kenworth's biggest customer. ARAMCO's 853 heavyweights were supplemented by derivatives of Kenworth's 500 series medium-heavy logging chassis. Today, the descendants of both types continue to complement each other in oilfield service.

By 1950, Kenworth's distribution network had grown to 27 locations outside the contiguous United States. Foreign sales accounted for 40 per cent of production, thanks largely to the 853. Still dedicated to custom trucks, Kenworth offered more than 30 baseline specs. They were run by operators in almost every state west of the Mississippi, though in the other half of the US – east of Kansas City – the nameplate was practically unknown.

Over the 1950-55 period, Kenworth was engaged in two US Army projects – the T58 experimental 8x8 tank transporter programme and the T10 double-ender 'atomic gun' transporter. The T28 was originally designed by the army's Detroit Arsenal. The project was handed to Kenworth for re-engineering to make it work. The air-cooled Continental V12 gasoline engine of the T58's final XM194E4 iteration pumped out 825bhp, putting it five decades ahead of the best of the present generation of



Kenworth logging-truck exports to Indonesia began in 1949. This 350bhp C520 is of late-Eighties vintage.

Imagine negotiating a T-junction driving the rear 4x4 tractor of an 84ft overall length T10 atomic gun outfit.





Typifying current heavy-duty production for the North American market is this twin-steer/tridem rear C500 oilfield rig.



Subtle evolution: The classic lines of the current W900 depart from tradition with a single rather than two-piece windscreen.



Built by Kenworth's former Canadian plant in Vancouver, top spec 849s could haul up to 250 tonnes.

military heavylift tractors. However, after years of big boys' toys fun, army chiefs decided the T58 was simply too much of a good thing.

The T58's cab sheet metal was shared with the 84ft long T10 outfit. It comprised a pair of 4x4s – one pulling, one pushing – each powered by 375bhp, 895cu in capacity Continental flat six. Slung between them was a 280mm artillery piece that could fire shells with atomic warheads. Gross combination weight was 85 tonnes. All though only 66 units entered service, their combined firepower was quite literally earth shattering.

In 1958, the 953 and 953S series oilfield tractor and fifth-wheel bedtruck models took over from the mould-breaking 853. The distinctive dual-core 'V' radiator layout continues to feature on the model 963 introduced in 2006.

Also available as 6x4 (designated the 984), the 953 had a suitably massive stacked frame rail chassis comprising a 10.75in deep channel section mainframe with full length nested inserts and a 40in-wide, 9.13in-deep channel section upper frame. The standard export spec featured a 380bhp Cummins NT-380. North American home market specs offered Cummins, Detroit Diesel and Caterpillar units in the 318-475bhp range. The standard transmission was an Allison TC-574 torque converter. The capacities of the Clark planetary reduction axles were 12.5 tonnes at the front and 35 tonnes for the rear bogie. Tyres were 5.3ft diameter, 16 ply 21.00x25s.

Winch pull being crucial to loading bedtrucks using either gin poles or a tail roller, and likewise for tractors dragging plant and equipment on to a semi-trailer, the factory-fit winch was a 50-tonne working capacity Tulsa.

DETROIT POWER

Standard engine of the 953's stablemate S model was a 475bhp 12V-71N65 Detroit Diesel. Axle capacities were 16 tonnes at the front and a combined 50 tonnes at the rear. Tyres were also up-scaled, with 5.75ft diameter, 38 ply 29.5x25 singles all round.

The 963, which replaced the 953 after it had been in production for close to 50 years, looks the same superficially – as is the Kenworth way. Closer scrutiny reveals a new cab with a curved windscreen and an engine hood with a more pronounced front to rear slope. Key specification differences include

“Paths cross many times: together with DAF, the Leyland Trucks plant in Lancashire is, of course, also part of the PACCAR Inc group”



One of a trio of 993 6x6 extra-specials built in the early Eighties. The 700bhp Cummins is behind the cab. The operator was Spanish.



Cabovers being a thing of the past in the US, in recent years non-catalogued C500Ks have used DAF-sourced cabs.



With a bewildering range of spec options, the heavy-duty T880 series was introduced in 2013.

deeper frame rails, 590bhp/1450lb-ft peak output Cummins ISX or 625bhp/1850lb-ft Caterpillar C 15 diesels and 15 tonne front/45 tonne bogie or 20 tonne front/60 tonne bogie axle capacity options.

The regular-production extreme-duty Class 8 (the heaviest US truck weight category) Kenworth line is the '500' series, a designation applied to medium-heavy conventionals from the Fifties onwards. The latest C500 off/on-highway trucks and tractors, designed for oilfield, logging, dump truck and other special-duty applications, include a three-axle tractor and bed-truck chassis with 6x4, 8x4, 8x6 tridem and 8x8 drivelines. A cabover derivative has in recent years been supplied with a DAF-sourced cab. The similarly long-established 800 model line, with sloping engine cowls but classic-style radiator shells, is biased towards on-highway heavy duty applications. The 800 series has recently been supplemented by the T880 series, for operators who require an extra helping of heft.

The present W900 series traces back to the early Sixties. With timelessly classic styling

concealing state-of-the-art mechanicals, baseline specs comprise narrower-cab sleeper-box line-haul tractors and rigid chassis for tipper and similar applications. Alongside the traditional-style W900 are the consciously more aerodynamic T660, T680 and T700 Class 8 tractor families. The latter two have almost full-width cabs, while the T660 has evolved from the mid-Eighties vintage T600.

Since the mid-Nineties, Kenworth has capitalised on its pedigree reputation by extending downwards, with the medium-duty two- and three-axle T370, T440 and T470 Class 7s, T270 Class 6 and T170 Class 5 – a 9.75-tonne GVW tiddler. These are supplemented by two lighter-end cabovers, the K270 and K370 chassis – built at the Leyland plant in Lancashire and familiar to Europeans as DAF LFs.

Today, as well as North American plants in Renton, Washington state and Chillicothe, Ohio in the US and in Canada at St Therese, in Quebec, Kenworths are built in Mexico and Australia. In the heyday of old-growth timber



Unlike the US, Kenworth COEs remain popular in Australia. The K108 was available with up to with 600bhp, as is the current K200 series.



Spec'd for low-speed oversize load haulage, as the super-size radiator shell indicates, this C500 'tri' has extra cooling capacity.



One of 16 550bhp T800 tri-drives used on the construction of facilities for the 2010 Winter Olympics staged in Canada.

extraction, Kenworth also had a plant in Vancouver that built Canadian-engineered logging specials and other heavies with up to 700bhp. Assembly in Australia, initially from kits shipped from the US, began in 1971. In the years since, partly driven by the particular needs of the mine-haul and road train market, distinctive Australian-engineered specs have been introduced.

Though Kenworth and its PACCAR group sibling Peterbilt operate autonomously and are distinctive in character, they gain economies of scale by using many common components. The combined share of the two nameplates is close to 30% of North America's Class 8 market and around 15% of the medium-duty segment. Kenworth retains its custom-built hallmark though a flexible assembly line system that rolls out fully dressed trucks as readily as bare chassis. For power, presence, prestige and – all important, heritage – Kenworths whip the butt of the nearest British equivalent trucks – those clunky bling-laden limos built by Rolls-Royce.

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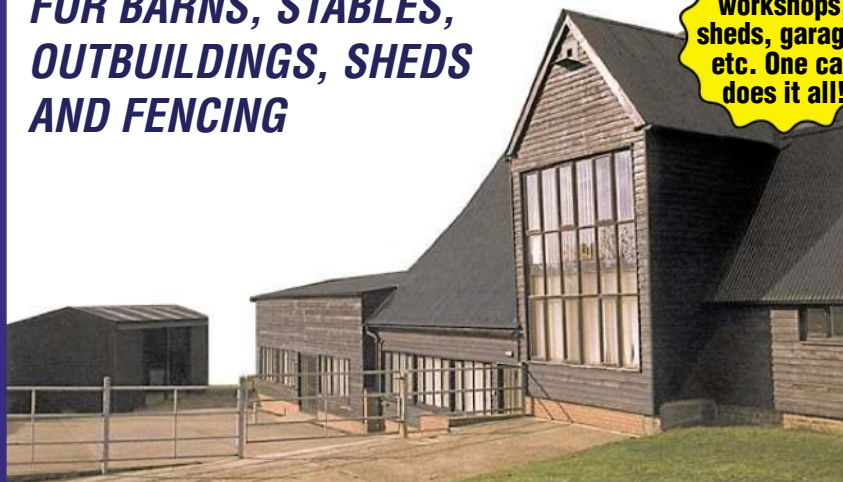
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STUMPY brings the SMILES

At 60 years of age, Stumpy, New Zealand roofing contractor Dean Somerville's 1952 Fordson E83W 10cwt pick-up truck, receives no special treatment, spending its time when not in use outside under a car port.

Words & Photography: Christopher Moor

“This truck creates an amazing talking point with customers and potential customers,” Dean said. “Most of our older customers have a story to tell about their childhood memories of the ‘mighty’ Fordson. This truck always makes people smile.”

Stories he hears about the Fordsons may include school holiday visits to the former Ford plant at Seaview, Lower Hutt, where E83Ws like Stumpy were assembled for use on New Zealand roads in the early 1950s.

Ford produced the E83W for a period of 19 years between 1938 and 1957. E83W means ‘E’ for English built; ‘8’ for 1938, the year of introduction; ‘3’ the engine type – 10hp, 4cyl; and ‘W’ for Forward Control truck.

When production of the E83W models began at Dagenham, everything was new except for the engine, parts of the gearbox and sundry switchgear which came from the 1938 Ford 10hp saloon. The headlamps were shared with the E27N tractor, where they were an optional extra only.

Stumpy is 13ft 6in long, 5ft 6½in wide and 5ft 10in high without the tray signage. Its wheelbase is 7ft 6in. It has its original motor, number C446293, although its exact mileage is unknown. Dean said “Lots!” when asked.

It received its name because that is how it looked parked alongside its American cousin, the 1949 Ford F1 pick-up Dean restored with help from his wife Kirsti.

Dean said Stumpy always starts first time on cold mornings and doesn't grumble about the cold, as some of his employees can do. Asked if his staff ever drove it, Dean said: “Hell, no. I don't think they'd want to.” (Translate that as a definite not allowed!)

WEATHER? WHAT WEATHER?

Snow presents no problem for this sturdy British classic. When the Hutt Valley had an extremely rare snowfall in August 2011, Stumpy was outside and started immediately, being one of only two vehicles able to be driven on the road where Dean lives because it is fitted with Dunlop SRT triple track tyres, which cut through ice and slush. The other vehicle was a younger Land Rover with the same type of tyres.

During the southern winter of 2006, Dean and Kirsti were searching for a classic vehicle to promote their business when they saw Stumpy on TradeMe, a New Zealand internet site. They had originally been looking for a van. Kirsti told him to buy the truck if he liked it. Dean did, and paid \$1200 (approx. £600).

“It brings more smiles than any other vehicle I have”

The previous owner was Francis Pantone of Hawera, the second largest town in the Taranaki province of New Zealand's North Island. Dean is uncertain how many owners Stumpy has had because he has not got the original registration papers. He thinks there were three or four before him.

Stumpy had spent most of its life in Taranaki before coming to Upper Hutt, and Dean believes Mr Pantone bought the truck from a farmer. His plans to restore it for daily use did not happen.



Stumpy provides daily transport and a moving advert for Dean's business, Moss Off.

But it was not in too bad a shape when Dean got it.

“It was in pretty good nick actually. It could be driven but wasn't registered. The brakes weren't working very well and the engine wasn't running right.”

Dean took a Friday off work to collect Stumpy, as the journey to and from Hawera would take him 10 or 11 hours to complete. He did all the driving, taking his good mate Tony Hutchby along to help keep him awake.

Before leaving, he measured the tray of one of the Moss Off Toyota Dyna trucks to see if his as then unnamed Fordson would fit. With the front bumper removed, there was just 10mm to spare at both the front and rear of the tray.

Luckily, they had no mishaps on the way home because everything was well strapped on to the Dyna's tray.

Dean described the trip as “quite slow in a truck with a truck”. There was some good natured laughing and horn tooting from the truckies who overtook them on the way.

During the restoration, Tony, a former panel beater, did all the bodywork, and together he and Dean did the spray painting.



A FAMILY AFFAIR

Before the painting began, Dean's four children donned masks and safety goggles to give dad a hand with the sanding of the tray and the rough sanding of the cab. Even working under dad's supervision did not stop the sibling taunts.

"I've done mine better than yours."

"No, you haven't."

And so it went on...

When things became a little frazzled, Kirsti kept up the morale with the food and coffee, and between times snapped the photos that record the restoration.

Dean overhauled the gearbox himself. "It was pretty basic... there wasn't much I could muck up," he said.

The only modification he did during the restoration was to the front windscreen which now no longer opens. He had to fit standard generic window rubber around the glass after the rust was taken out from the only area where there was any on the body.

"The dumbest thing I did during the restoration was dip stripping the doors. The dip stripper didn't tell me the acid they dip the doors into eats the wood. I had a spare door





The Fordson as purchased. It ran – but not very well.



The restoration took around a year, and the truck went back on to the road in 2007.



with a wooden frame, so I copied the wooden frame (for the other door).”

Stumpy’s bench-type front seat was reupholstered. Dean said: “All (E83W trucks) I’ve seen in New Zealand have had bench-type seats, and the vans single seats.”

Dean was very strict on the brakes being A1 before Stumpy went back on the road, renewing the cables and fitting new brake shoes. “With all older vehicles, make sure the brakes are 100%” would be his advice to anyone doing a restoration.

Restoration took approximately one year, and Stumpy was registered in Moss Off colours on June 20, 2007. The advertising signage now erected in the tray was added two to three years later.

Dean has replaced some bearings since Stumpy came into use as one of his work vehicles, updating the motor with modern bearing caps. “It cost me more to have the motor overhauled than Stumpy did.”

Stumpy has broken down only once in Dean’s ownership. Early on a Sunday evening, around teatime, he was driving home from a roofing contractors’ function in Wellington when a fuel pick-up tube fell into the petrol tank, resulting in him running out of gas. He

was towed home by Duncan Gillespie, one of his employees, in another Moss Off vehicle, much to his embarrassment. Dean said Stumpy has never gone so fast on its own wheels. Duncan pulled it along at something in the vicinity of 60-65mph which left Dean’s innards all shook up. He’s glad he had the sound brakes to rely on while under tow.

Stumpy cruises easily between 30-45mph. He admitted Stumpy is “bloody slow” at getting started, going from 0-30mph in 15.2 seconds.

The reasonable running costs more than compensate him for any perceived performance shortfalls. “It’s a lot cheaper than running a car – and about 20% of a new diesel (truck) to register and insure.” According to the fuel gauge, it does about 25-30 miles to the gallon.

In *Utes & Pick-ups in New Zealand* (Grantham House 2002), author Tim Chadwick says the drive shaft runs beneath the left-hand side of the E83Ws instead of straight down the centre of the chassis. “This also meant that the truck’s front passenger sitting on the left had almost zero legroom!”

If the ride for the passenger is cramped, the noise from the motor is what they remember most from their first experience – “It sounds like a tractor,” according to Dean.

Another surprise awaiting them is how good the vision is from the windscreen.

Dean is a classic vehicle enthusiast and president of the Moonshine Rod and Custom Club. As well as Stumpy and his 1949 Ford pick-up, he owns a 1956 Cadillac Coupe DeVille, which provides many happy outings for him and his family. He said getting into the Cadillac after driving Stumpy makes him appreciate the comfort of his Caddie more.

He has displayed Stumpy at all the annual Wellington area British Car Days since 2008, where it gets much admired for its gleaming appearance. In New Zealand, the format of these shows can include light commercials, fire engines and ambulances.

Dean likes it when little kids tell him Stumpy is cute. “I don’t mind kids coming up and touching it, and I don’t mind people opening the door to have a look inside.

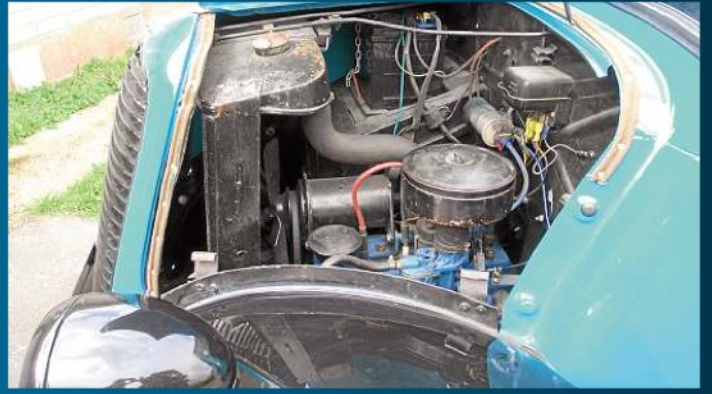
“It brings more smiles than any other vehicle I have,” he said.

And that makes him a happy man.



Stumpy is certainly a more eye catching advert than a modern truck.





Next month

ONSALE APRIL 17, 2014



THE BIG A

Alan Barnes trawls the archives to tell the history of Atkinson.



ONE MAN AND HIS SHED

If you go down to the shed today (that's David Crouch's shed in Leicestershire) you're in for a big surprise. There's certainly some massive Scammells lurking in the gloom but the biggest part of the surprise is you might not see what was in there yesterday. And the contents might even have changed by tomorrow. Bob Tuck gets a fleeting look at this ever changing tableau and discovers a rare pair of emerging classics.

ROAMING BISONS

Back in 1968, Leyland introduced two significant new models – the Lynx, and the ubiquitous six-wheeled rigid Bison.

PLUS

The Paul Riches story – part 2. Still at work – Austin A40 van. On location. Archive album. News and events. & More.



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HC

Make	Model	Price

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Area/County:

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MONTH

CODE

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AEC MERCURY



Tractor unit, 1973, show condition with AV 505 engine and 6 speed gearbox, MoT Dec, taxed, well maintained, spares, AEC manuals - large history file, **£11,000**
Tel. 01666 510091. *Wilts*

ALBION CLANSMAN



1950, Albion diesel engine, much work done, rebuilt water pump, dynamo reg box, 12ft aluminium ramps, extra if required, **£7750**
Tel. 01591 610376. *Powys*

ATKINSON WEIGHTMASTER



1965, Gardener 6LW, David Brown box, Eaton 2-speed, model L1866T, 20ft box, excellent condition.
Tel. 01539 625657. *Lancs*

AUSTIN FFK 140



1966, LWB tipper, 2-speed axle, £2750; also Morris 1963 FFK 140 car chassis, runner, **£1200**
Tel. 01754 880435. *Lincs*

BEDFORD J TYPE



1963, complete body restoration, perfect runner, starts first time, has to be seen to be appreciated. May consider a swap for Land Rover 90 TD5. **£13,500 no offers**
Tel. 07764 959890. *Yorks*

BEDFORD TK



Farmers lorry from new, genuine low mileage, light work, been barn stored 30 years, tidied up to sell sides, included genuine lorry. **£5750 ono**
Tel. 07769 806840. *Beds*

BEDFORD TK



1971, restored, horsebox/tractor carrier, with living area, sleeps 2 to 4 people, carries 2 horses, 6 cylinder petrol engine, MoT December 2014, tax free. **£5950**
Tel. 01323 642797. *E Sussex*

BEDFORD WS OR WTL



Barn find, 1 1/2 ton truck, complete but needs total restoration, tax disc but no V5, driver's log book, spare engine. **£2500**
Tel. 07831 138408. *Berks*

BMC 900FG



1970 tanker, British Airways from new, original complete, **£3695**
Tel. 07850 841731. *Essex*

DENNIS FIRE ENGINE



1937, ex East Sussex CC, fully restored, perfect cond, original log book and history file, offers around **£22,500**
Tel. 00 353 879075942. *Eire*

DENNIS PAX



1962 flatbed lorry, 6 cylinder, BMC diesel, runs nice, very good chassis springs and axles, all complete, nice no 539 FEW, for restoration, **£2500 ono**
Tel. 0779 3072470. *Kent*

DODGE 50 FIRE TENDER



54,000 miles on clock, diesel, 5 speed gearbox, t&t exempt, unfinished project, needs cab interior etc put back, vgc, sound truck, new spare wheel, **£3500**
Tel. 07806 545884. *Dorset*

ERF M SERIES



Walk-through cab, 180 Gardner engine, ex Axminster carpet lorry, good condition, **POA**
Tel. 07899 951051. *Beds*

EX BOC



Air products, Calor, etc gas tanker trailer, 50s, 60s, 70s era.
Tel. 07793 274728. *Cumbria*

F W GUN JUMBO CRANE



1930, all complete, Perkins L4 recommission, rare machine, **£1500**
Tel. 01604 696265. *Bucks*

FODEN S20



1958, Gardner 150hp engine, 5-sod manual, new flatbed, good tyres, very nice truck, private sale.
Tel. 07976 620061. *W Mids*

FORD 2N



31874, with Sherman overdrive, on the button. **£3500**
Tel. 07801 794801. *Northants*

FORD CARGO



/Holmes Recovery Unit L10 Cummins, rear vehicle in genuine best of conditions, - needs using, genuine interest only,
Tel. 07825 642608. *Hants*

FORD CARGO



0811 7.5T horse box, 1988, 4 months' test, 2 months' tax, day living, carries 3 horses, good runner, recent new tyres, **£1600**
Tel. 07879 271903. *Gwynedd*

FORD D1617



1980, Simon Snorkle high-level pump platform fire engine, only 2 years out of service, Perkins V8 man g/box, offers around **£15,000**
Tel. 02830 868348. *Co Down*

FORDSON POWER MAJOR



Good runner, **£900 ono**
Tel. 07966 417142. *Staffs*

HANOMAG L28 TRUCK



1958 Practical classic, go anywhere, solid, insulated box on back, looks like Tipper, will run on vegetable oil, MoT exempt, tax free, sad to sell, losing storage, **£7000 ono**
Tel. 07908 700898. *N Yorks*

ROADTRAIN



1987, upgraded Cummins 14 ltr, Big cam, Eaton twin split gearbox, Kirkstall rear axle and Interstate cab, fully stripped down to chassis, grit blasted, resprayed, **£9500**
Tel. 07860 789433. *Blackpool*

SCAMMELL 6X2



vgc, 1970; also 1974 ERF LV Flat Gardner, 180 engine, **£6000**
Tel. 07759 473380. *Lincs*

SCAMMELL CRUSADER



1978 recovery vehicle, starts on button, needs finishing, hydraulic pipes to the recovery body.
Tel. Dave 01234 355738; 07979 975610 for more details.. *Beds*

SCANIA LB111



(1971), a very unique classic HGV, only a hand full left in country, partially restored, needs finishing touches to interior to complete. **£7500**
Tel. 0151 346 1782; 07831 668889. *Merseyside*

UNIPOWER HANIBAL



Timber tractor, 1951, rare forward control, 5LW Gardiner 30 ton winch. **POA**
Tel. 01968 661198 after 6pm. *Peeblesshire*

AMERICAN FIRE TRUCK



Stunning, 1950, imported from New Jersey, MoT and tax exempt. **£17,000**
Tel. Albert 01543 572070. *W Mids*

CHEVROLET C10



1972, 1/2 ton pick-up, 250ci Straight 6, 12 months' MoT, UK reg, tax exempt, 3 speed manual, superb condition inside & out, good runner. **£8000 ono**
Tel. 07817 926276. *Lincs*

CHEVROLET LWB PANEL VAN



1951, t&t, V8, manual, fantastic weekendender.
Tel. 07952 920154.

CHEVY 4X4 TRUCK



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

CHEVY SILVERADO 454 CI



1976 Camper Special, MoT Sept 2014, use as pick-up or camper, 4 berth, fridge, cooker, shower, **£6995 ono**
 Tel. Neil 07976 240948. *Derbys*

CJ5 JEEP FACTORY 304



1979, V8, lhd, totally restored 100% no rust, owned for 20 yrs, **£7995 ono**
 Tel. Mike 0777 6036027. *Oxon*

DODGE 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 CORONET 440



1965, hardtop, built 383 Magnum, 727 with Hurst Quarter Stick, 8.75 posi axle, lots of new parts fitted and c/w more. **£17,750**
 Tel. 07759 156711 for details. *Essex*

DODGE RAM PICK-UP



5.2, V8 Quad cab, exc cond, five new tyres, new shocks, brakes, no expense spared, c/w MoT, one of the best Rams around for the year, new Flowmaster exhaust, **£4800 ono**; consider p/x
 Tel. 07900 785939 for info. *Essex*

DODGE W200



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

FORD ECONOLINE



1965 Mini van, tax paid, not registered, has a second row of seats and a bed with storage, it has a six cylinder engine, new wheel and tyres. **£5250**
 Tel. 07710 852136. *Lincs*

FORD ECONOLINE



1963 pick-up, all new hi-pro 289, V8, auto, new paint/trim, wheels/tyres, totally superb, long t&t, may p/x or swap. **£16,500 ono**
 Tel. 0114 2685195. *S Yorks*

FORD F1 STEPSIDE



1948, 6 cyl, 4 on the floor crash box, nosed, shaved, nut and bolt rebuild, **STUNNING!! £15,000**
 Tel. 01246 570295. *Derbys*

FORD F100



1957 Stepside, 3 speed manual, t&t 2014, great runner, tax and MoT exempt, carpets headliner and recovered bench seat, v solid body, California car. **£6995**
 Tel. 01623 744633. *Derbys*

FORD F100



1969 Pick-up, only 69k, year's t&t, registered, all brakes rebuilt, good paint, no rust, orig 3 on a tree manual powered by a 360 V8, proper cowboy Cadillac
 Tel. Alan 07973 834588. *Middx*

FORD F100 351W



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

FORD F100 TRUCK



1960, very straight rust free, V8, 4 speed manual, nice wheels, just fitted new tyres, ready to drive away, was resprayed 18 months ago, new interior, all complete. **£8500 ono**
 Tel. Andy on 07879447561. *Cambis*

FORD F150



1997 Lariat, V8, LPG conversion, solid bed cover and bed liner, 20" wheels, Pioneer app radio, lots of spares, **£15,500 ono**
 Tel. 07957 793219. *Essex*

FORD PICK-UP



1934, steel fibreglass front wings, 302 C4 g/box, Edelbrock inlet and carb, Vintique wheels, MoT and taxed, **£17,100 ono**
 Tel. 07843 785678. *Fife*

FORD RANCHERO



63, 6 cyl, good condition, **£5750**
 Tel. 01677 470597. *N Yorks*

FORD RANCHERO



1971 pick-up truck, 351C, 5.7L, new MoT, tax exempt, drives superb. Call me for more info & photos, **£11,000 ono**; may take p/x
 Tel. 07896 989731. *Hants*

FORD WOODIE



1936, Canadian factory-built award-winner, extensive restoration, bills, photos, history. 8-seater and rhd, 60k miles from new, **£42,500**
 Tel. 07802 606433. *Berks*

GMC PANEL VAN



1950, excellent condition, full photographic restoration in 2007/8, 350, V8 auto, runs great, sign written 'Indian motorcycles', one of the best, **£15,500 ono**
 Tel. 07702 274887. *W Sussex*

GMC PICK-UP



1948, 3/4 ton pickup, 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*

GMC SHORT BOX PICK-UP



1956, exc unfinished project, lots spent, cab and chassis restored by Bodyshop, in white primer, new clocks, tinted windows, lots chrome, need engine and gearbox, **£5500**
 Tel. 07795 320209 for details. *Dorset*

GMC TYPOON



Superb Condition inside and out, rare all white version, amazing performance refurbished wheels, needs nothing.
 Tel. Nick on 07930 690333. *N Yorks*

INTERNATIONAL 4600



Tilt & Slide, MoT exempt, V8 diesel auto, 1990, low mileage, taxed, no tach, **£15,995 ono**
 Tel. 07802 254504. *Leics*

RUMBLE BEE



Numb 0185 80K "54" reg, 5.7 Hemi, t&t, on 20" V-rock alloys, K&N filter, lots spent, runs and drives 100%, **£14,000**
 Tel. 07967 149826. *W Yorks*

WILLYS JEEP



1943, owned for over 30 years, on Sorn at present,
 Tel. John Low 0208 7806800 daytime for details. *London*

WILLYS KNIGHT MODEL 70A



Tourer, 1928, English built at Heaton Chapel in Manchester, refurbished int, new tyres, drives fine for an old timer, ideal for weddings or film shoot, **£18,500 ono**
 Tel. 07860 905450. *Leics*

2 AND 3 BANK INTERLUBE



Multi-line pumps, 78 new pumps in total+ 9 new reservoir tanks + other parts. used on leyland Atlantians and Leopards but are adaptable. Job lot, cash on collection. **£150**
 Tel. 07535 991739. *Lancs*

2 DUNLOP 90



2 Dunlop 90 reinforced for heavy service 36 x 6 tyres, never been used, **£200 the pair ono**
 Tel. 07906 829162 or 07906 829163. *Northants*

7 FIRE HOSES



Ex Merryweather tender, plus 4 pressure gauges, **£80**
 Tel. 07966 417142. *Staffs*

ALLOY PANEL TIPPING BODY



Neville Industries, U-shaped, 15 x 7.5 x 3.5ft high, alloy on this body in vgc, suit long 4 or short 6 wheeler tipper chassis.
Tel. 07961 017864. Notts

BAR GRIP TYRES



12.00 x 20, 4 ply, part worn, some with tubes.
£40
Tel. 07966 417142. Staffs

BEAVER TAIL BODY



Ex Bedford TK, very sound.
Offers
Tel. 07977 460341. Lancs

BEDFORD 'S' TYPE



two new stub axles and front hubs, factory record, water pump used, radiator and 4-speed gearbox, both will need attention. Offers
Tel. 01985 844339. Wilts

BEDFORD SCRIPTED



rear lamp, £200; choice of two, need work but complete, Bedford script for front grill, £30; enamel badge for grill W/S, WTL, £20.
Tel. 07831 138408. Berks

ERF B SERIES



window regulator/mechanism, c/w window for driver's side. £40
Tel. 07961 562873. W Yorks

EX-BEDFORD TK 2 TYRES



7 of 7.50 x 16, as new, two, half worn and 3 sound. Offers
Tel. 07977 460341. Lancs

EXHIBITION TRAILER



17ft exhibition single wheel trailer, one whole side opens, fitted as a book shop at the moment, delivery can be arranged. £750 ono
Tel. 07831 460637. Shrops

EX-WD TOOLS



Boxed 30512/2 BSC No 2 die, date 1944, boxed tap set, 2 x 14, 1 1/2 x 14 with wrench pick axe shaft, £85
Tel. 07989 410443. N Yorks

FLAT TRAILER



33ft, with fixed 20ft container living accommodation, bunk beds, gas cooker, fridge, cupboards, toilet & hand basin, settee, table & wardrobe, hardly used, vgc, £995
Tel. 07989 986901. Shrops

GARDNER 5LW



Mawdsley generator, 400/230v, c/w control panel, £750
Tel. 07966 417142. Staffs

ROLLS ROYCE MANUALS



Eagle, used condition; and Eagle Mk II & Mk III engine manuals.
£30 each
Tel. 07961 562873. W Yorks

SHOCKLINK MK II



for commercial vehicles in excess of 2800 KES, GVW towing, 3500kgs, ETW.
£400 offers
Tel. 07759 198070. Cheshire

STEEL POWDER TANK



and belt driven blower, tank approx 12ft x 7.5ft x 8.5ft high.
Tel. 0796 1017864. Notts

STEERING WHEEL CENTRES



Park Royal, AEC, £35 each; Leyland centre, £30; plus p&p.
Tel. 02380 736698. Hants

STENHOJ 2 POST VEHICLE LIFT



2.5 tons, strong lift not Chinese, 3 phase but simple to convert, regularly serviced, could deliver, £600 ono
Tel. 01246 811821. Derbys

TRAILER



8ft x 4ft, drop tailboard, water, coal, cart, suitable for steam engine, vgc,
Tel. 01553 636508 after 6pm. Norfolk

TWO DUNLOP 90



reinforced for heavy service, 36 x 6 tyres, never been used, £200 the pair ono
Tel. 07906 829162 or 07906 829163. Northants

VARIOUS WHEEL RIMS



Please contact for sizes and prices, also 4108 Perkins engine, condition unknown, offers. Offers
Tel. 07831 460637. Shrops

10" SWING METALWORKING



V-bed lathe, in vgc, decent bearings and bed, full set gears (M&I), good motor/countershaft, £295 firm
Tel. 01842 819969. W Norfolk

BEDFORD TRUCKS MANUALS,



1973, full original set of Bedford trucks and coaches service training manuals, £50 inc postage
Tel. 01654 712207 or 07776 231025. Gwynedd

DALLI BOX IRON



c 1900, perfect original condition, open to offers plus post, (heavy).
Tel. 01253 885208. Lancs

FIELD MARSHALL SERIES 3A



good starter & runner, good tyres, no rust, high top gear, older restoration, ready to rally, will polish up good, genuine enquires only.
Tel. 01403 822378. Surrey

FRONT GRILLE BADGE



Leyland diesel, as new, £50 p&p extra
Tel. 02380 736698. S'oton

LEYLAND TERRIER



Workshop manual, 1971, covers TR650, 750, 850 and 950 models, £20 ono; inc postage
Tel. 01654 712207. Gwynedd

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PAIR GALVANISED GATES



Hardly used, 48" each gate, £150 pair
Tel. 01253 885208. Lancs

THE OBSERVERS BOOK



Of Commercial Vehicles, 1974, £6 inc p&p to the UK
Tel. 01283 542871. Staffs

ASSORTMENT TRACK SIDES



13 lorries, Foden, ERF, Scammell, Guy and Albions, some low loaders Redlands and Blue Circle, NCB's, all good condition, no boxes.
£75 the lot plus p&p
Tel. 07904 612841. Kent

BEDFORD TK220



Miniature ex BT, 24,207 miles, long MoT, new aluminium flat bed body, new tyres all round, must be seen. £3995
Tel. 07428 999 102. Bucks

DINKY BEDFORD



superb arctic, 1950 model, 521.
£110 inc p&p
Tel. 01829 733969. Cheshire

DINKY TOY 980 EXPRESS



horse box, hire service, MNF year
1954-60, in r/box.
£135 post free
Tel. 07968 659967 eves. Surrey

FORD CORGI



Transcont Esso tanker, immaculate
condition, not boxed.
£50 plus p&p
Tel. 07904 612841. Kent

FORD CUSTOM



cab, low loader, made by Lesney, lovely
model, in new livery, red over grey, hard
to find in good condition.
£30
Tel. 07904 612841. Kent

LONG SPOUT OIL CAN



no makers name, good condition.
£30 inc p&p
Tel. 01253 885208. Lancs

MATCHBOX SCAMMELL



Routeman, immaculate condition, not
boxed.
£30 plus p&p
Tel. 07904 612841. Kent

RENAULT MAGNUM AE 500



tractor unit, nice size model, lovely
condition, rare to find.
£40 plus p&p
Tel. 07904 612841. Kent

SUPERB DINKY BEDFORD



arctic 1950.
£110 inc p&p
Tel. 01829 733969. Cheshire

SUPERB DINKY FODEN



FG flat.
£110 inc p&p
Tel. 01829 733969. Cheshire

TWO DINKY FODEN



1948, fuel tankers.
£260 the pair, may split, inc p&p
Tel. 01829 733969. Cheshire

FULLER RT0-610



gearbox wanted, 10-speed overdrive
as photo, good or faulty, also SAE 1 bell
housing, push clutch yoke and any new
parts wanted for this gearbox.
Tel. 07866 268459. Cambs

TOYOTA HI-LUX TRUCK



petrol/diesel, any condition, good price,
can collect help.
Tel. 07775 998628. Derbys

WANTED TOYOTA POWER VAN



Any condition, can collect, SWB or
LWB, good price, help?
Tel. Darren 07775 998628. Chelmsford

WANTED: 24" WHEELS/RIMS



with 2 scallops and tyre locking rings.
Tel. 00 314 55320246.
jeanipiere@gmail.com

EATON FULLER



9 or 10 speed gearbox wanted, with
shaft change as photo, RTO9509 etc,
with push type clutch if possible.
Tel. 01780 470229 please leave a
message. Cambs

For Sale

AVELING BARFORD BD ROLLER
engine, 2VSOR reg, 1937, weight
5029.45kg, history, council owned,
£3000 ono. 01978 824655. N Wales.
DIAMOND T 980 1941, General
Motors 671 engine, very tidy but needs
finishing, taxed and on the road, almost
complete, spare vehicle also but very
rotten, has twin boom crane, £9500
Tel. 07860 717866. Essex

ERF B SERIES Recovery truck, 6 x 4,
Rolls Royce Eagle diesel 265, hydraulic
jib, A frame, chain lift, ready to work or
play all day. Offers Tel. 07961 562873.
W Yorks.

ERF EC11 SELECT MoT Oct 30,
2014, still in daily use, suitable for work
or play, £4000 + VAT. Tel. 01387
371727; 07860 959356. Dumfries.

ERF LV FLAT £3000; 1971 Gardner
180 engine, also 1986 ERF 6x 2
sleeper cab, Gardner engine, £3750
Tel. 01754 880434. Skegness.

HANDS TRAILER auto coupling, ex
mod woodwork, need replacing other-
wise, complete for restoration, £300.
Tel. 01908 379800. Bucks.

LARGE STRONG WOODEN
PLYWOOD ex GPO tools or equip-
ment chest, size 28" x 18" x 14" x
depth, metal carrying handles each
end, hinged-top, painted grey, hook/
hasp lock, collect, vgc, £35 ovno. Tel.
01787 371618. Suffolk.

LDV CONVOY Twin wheel van, engine
US, no MoT, no tax, Torned, is fitted
with Transit D1 engine, very clean, new
tyres, £400. 07831 365873. W Midlands.

METROPOLITAN LOCO-MOTIVE
electric, brass door handel from
locomotive No 2, some paint remains
to show livery (maroon), c1961, from
scrap siding, Willesden jct. £40 inc
p&p. Tel. 01787 371618. Suffolk.

SAMSON NEVILLE SHARROLD
aluminium tipping trailer, 1974, twin
axle, twin ram, donkey engine, cranke
Frue-hauf fridge trailer, tri-axle twin
wheels, 1974, many new parts. Tel.
07768 276115. Kent.

TASKER TRAILER step-frame,
beavertail, single axle, 34ft long, 16 ton
gross, out of test, £750. Tel. 07767
477666. Sussex. Can text pic.

TURNER SEMI TRAILER 1979,
sloper, 37ft, c/w ramps and winch,
tested, good cond, POA. Tel. 07759
486089. Lancs.

Models

16 CORGI MODELS Corgi, heavy
haulage x 13 plus 3 Iveco attics,
boxed, good condition, £700 No
offers. Tel. 01384 564751; 07831
365873. W Midlands.

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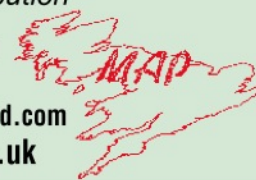
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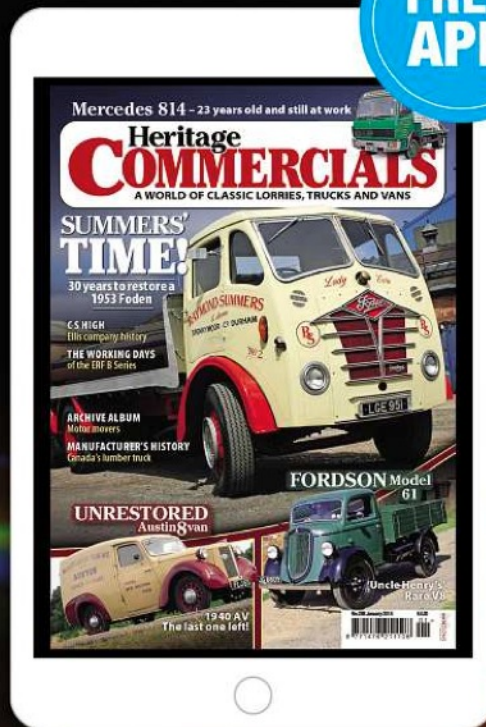
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This magazine can be read on:



Mystery machines

We often come across photos here at *HC* that despite extensive research, remain a mystery. Here are a few that you might be able to help with.

I came across these pictures in the archive the other day (I particularly like the pick-up with its wooden 'suicide' doors and body), but unfortunately there was no information with them. They appear to be badged 'Turner', but it's not very clear. That would certainly tie in with the number plate 'TUR 11' on the van.

I can find no mention of Turner commercials in any of my reference books, although there have been vehicle and engineering firms with that name over the years. These include Turner & Co of Glasgow, which has been going since 1912 in the automotive engineering field, and Turner Sports Cars of Wolverhampton, which made cars between 1949 and 1966.

I'd really like to know more, and I've got loads more photos. Can you help?

Thomas Broadbent & Sons Ltd was – and still is – a noted engineering company in Huddersfield. Its Central Ironworks was situated on the town's Queen Street South on the eastern slopes of the Yorkshire Pennines, writes *Derek Rayner*.

In its early days the firm specialised in the manufacture of cranes and other large steel fabrications. It was involved in the construction of the Transporter Bridge at Middlesbrough and, during the Second World War, was one of three firms chosen to build the top-secret two-man 'X class' submarines; the others being Markhams at Chesterfield and Marshalls of Gainsborough. Broadbents also manufactured laundry equipment and centrifuges and is still in business making the same sort of equipment today.

In the early years of the last century, Broadbents bought a new steam wagon from the Yorkshire Patent Steam Wagon Co in Leeds. This was Yorkshire No 884 of



1916 – U 3684. In 1919, the company bought a second-hand wagon from the Mann's Patent Steam Cart & Wagon Co, Leeds – on Pepper Road – virtually next door to the Yorkshire firm. This came from a local removals and haulage company in Huddersfield, R&H Thomlinson of Crosland Moor and was Mann's No 650 of 1911 – U 1508.

The Yorkshire was later part-exchanged for a new wagon from the same Leeds firm in April 1925, this new wagon being Works No 1515 – CX 7224. The Mann's went to C Wilcock of nearby Dewsbury for scrap in 1928 and the Yorkshire was scrapped in around 1935 as a result of the swingeing taxation alterations made by the Government in the early 1930s that took very many solid-tired steam wagons, still in very good mechanical order, off the roads.

Our photograph below – courtesy of the Golcar Transport Collection – shows the Broadbent fleet sometime around 1930, with the second Yorkshire steam wagon, No 1515 on the left. The petrol lorry in the centre is unidentified – perhaps it's a Leyland with a radiator badge of that shape – or could it be a locally built Karrier? – and that on the right is a Morris-Commercial.



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