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No.295 July 2014

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## 1:148 (N) Scale

### OXFORD

Oxford Diecast - Buses



NPP002 Plaxton Panorama Southdown NEW . £5.50



NUT002 Guy Arab Utility London Transport NEW . £5.50

## 1:87 (HO) Scale

### OXFORD

Oxford Diecast - Cars



87LC41003 Lincoln Continental 1941 Pewter grey NEW . £4.75



87TH56004 Ford Thunderbird 1956 Fiesta Red/Colonial white NEW . £4.75

## 1:76 (OO) Scale

### Base Toys Ltd.

Base Toys - Buses



B109B Bristol Lodekka LD1 SR West Yorkshire Harrogate #53 (circa 1956-1971) . £21



B110A Bristol Lodekka LD1 SR Midland General (D8) NEW . £21  
B110B Bristol Lodekka LD1 SR Notts & Derby (C6) NEW . £21

### CORGI

Corgi Collectables - Buses

OM46704A Wright Eclipse 2 "National Express West Midlands, 27 Wolverhampton via Gornal Wood" NEW TOOLING NEW . £32



OM46704B Wright Eclipse 2 "National Express West Midlands, 27 Dudley via Gornal Wood" NEW TOOLING NEW . £32



18409 Leyland Tiger TS8 - Type B - "County Motors" . £24



23324 AEC RF coach "London Transport" NEW . £24



24330 30' BET Style coach "East Yorkshire" NEW . £24



30714 AEC Renown "A1 Services" to Adrossan NEW . £26



38114 Bristol VRT bus "Ribble Motor Services" NEW . £26



38901 RCL Routemaster coach "London Transport" . £24

### OXFORD

Oxford Diecast - Cars



76ALL001 Austin Allegro estate in Citron Yellow NEW . £4



76FRE001 Land Rover Freelander 3 in red NEW . £4.50



76LRDF001 Land Rover Defender 90 Station Wagon in green white roof NEW . £4.50



76IRZ004 Scania Irizar PB "Eddie Stobart" . £16



76SHL02TK Scania R Series Petrol Tanker W H Malcolm . £18



76SHL03TK Scania Highline Petrol Tanker "Eddie Stobart" . £18



76TCAB002 Scania T Topline Tipper "Tinnely" . £20



76BF002 40mm Bofors Anti-Aircraft Gun as used the British Army/Navy 1937- late 1980s in olive drab . £4.95



76BF003 40mm Bofors Anti-Aircraft Gun as used the British Army/Navy 1937- late 1980s in desert light stone NEW . £6.50



76CMP004 Bedford CMP Truck 1st Canadian Army - UK 1944 CMP LAA Tractor NEW . £8.95



76LRD005 Land Rover Discovery Mk3 Nottinghamshire F&R NEW . £4.50



76MA001 Mercedes Sprinter 515 CDI Modern Ambulance - Welsh (no longer London) NEW . £6.50



76SET24 London Fire Brigade Set - Dennis F106 and Austin Tilly . £13

## 1:50 Scale

### CORGI

Corgi Collectables - Commercial vehicles



CC12516 Atkinson Venture Low Loader 2 Axle Trailer, WH Malcolm Plant Ltd, Renfrewshire, Scotland NEW TOOLING NEW . £68



CC12835 Scania T, Pollock (Scotrans) LTD, Bathgate, Scotland . £40



CC13747 Scania R (Face Lift) Super Curtainside Trailer "Eddie Stobart, Carlisle" LIMITED EDITION . £71

CC13749 Scania R Curtainside Trailer "Eddie Stobart, Ireland" . £73



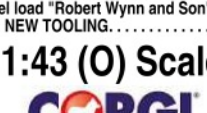
CC13828 Mercedes Actros Clayton Tanker "William Nicol Ltd, Aberdeen" . £66



CC15307 Scania 141 Low Loader Trailer "GCS Johnson Ltd, North Yorkshire" NEW TOOLING NEW . £60



CC15604 Volvo F89 3 Axle Low Loader Industrial Cable Reel load "Robert Wynn and Son's Ltd Newport" NEW TOOLING . £68



### CORGI

Corgi Collectables - Cars



VA13400 BMW E30 325i Sport (M-Tech 1), Lachs Silver NEW . £19



VA13500 Mini 1275 GT, Bronze Yellow 'Trevor' . £17

### OXFORD

Oxford Diecast - Commercial vehicles

### CORGI

Corgi Collectables - Commercial vehicles



43APH001 Austin Princess 125 Hearse in Black . £19

## Other Scale

### CORGI

Corgi Collectables - Commercial vehicles



GS82298 Corgi Best of British Classic Mini NEW . £8

### CORGI

Corgi Collectables - Commercial vehicles



TY86651 Eddie Stobart Drop Bar Truck NEW TOOLING NEW . £8

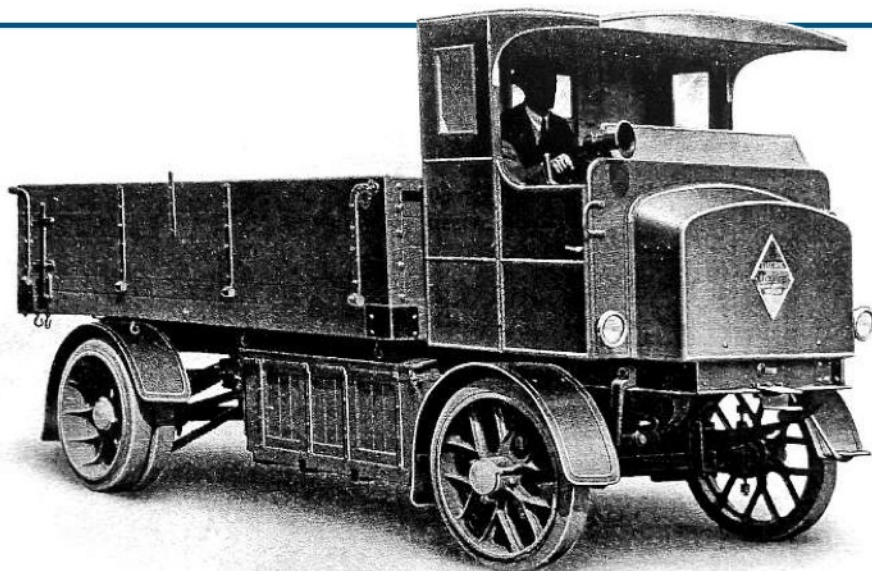
# Going back – for the future

Putting aside all the political and scientific debates on climate change, we have to face the fact that electricity is going to become an increasingly important source of power for vehicles in the future. Whether you accept the arguments over the 'greenhouse effect' or not, there is one thing you can't argue with – the vast majority of the earth's fossil fuel reserves are either in some of the most politically unstable parts of the world, or are becoming technically very hard to get at. Secure and reliable power is becoming increasingly important, and until somebody comes up with something better, electric, or internal combustion/electric hybrid vehicles are looking like the way we're going.

Now, it seems that governments and vehicle manufacturers alike have decided that this 'new' method of powering vehicles is the future. New? Sorry, but we were there years ago.

The first accepted vehicle with an internal combustion engine was built by Benz back in 1885. We now know this wasn't quite the first, but it will do as a start. So, what about electric vehicles?

The forerunner to the electric motor was invented in 1821 by Englishman Michael Faraday, who demonstrated 'electromagnetic rotation' using a wire suspended in a pot of mercury. One year later a basic electric motor was produced by Norwich-born Peter Barlow. And the first electrically powered road vehicle also came from Britain, when in 1837 Aberdeen chemist Robert Davidson, built an 'electric locomotive'. And around the time the first Benz petrol car appeared, a small number of battery-electric taxis were already on London's streets. Electric cars were also the fastest vehicles on the planet until 1902, when a steam-powered car unfortunately beat a record set in 1899 of almost 66mph by Belgian Camille Jenatzy.



Just one of many manufacturers of electric commercials in the past was Clayton Wagons Ltd of Lincoln. This is a 6-ton tipper built in the early 1920s. PHOTOGRAPH STEPHEN PULLEN COLLECTION.

So what of hybrids? Petrol-electrics have been around since the late 1890s, and one of the most successful early designs came from Ferdinand Porsche in 1901, which used a Daimler petrol engine to drive a generator which powered electric motors in the front wheel hubs. Add motors to the rear wheels and you've basically got the system used by many quarry and mining vehicles for decades.

Despite all this, if most people are asked about electric goods vehicles, all they'll think of are milk floats. Fair enough really, they've been around for years, although they are getting a bit rare nowadays. But go back to before around 1930 and you'd see loads of electric commercials, particularly refuse lorries,

brewery drays and local delivery vans. It's only because of cheap petrol and diesel, and the length of time to recharge vehicle battery packs, that the electric commercial almost became a thing of the past. Up until today the electric vehicle has been regarded by many as a sideshow, or blip, in the history of transport. But as battery technology improves vehicle range and performance, it may become the norm, and the internal combustion engine may become the 'blip'. Just a thought.

STEPHEN PULLEN  
spullen@mortons.co.uk

*Stephen*



Modec electric commercials were produced in Coventry from 2007 until they went into receivership in 2011. However, the design rights etc are now in the hands of Liberty Electric Cars who produce all kinds of electric vehicles, including Range Rovers! Have a look at [www.liberty-ecars.com](http://www.liberty-ecars.com)

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**Subscribe**  
 Save money and get *HC* delivered to your door **PAGE 24**



**Jack Richards**  
1924 – 2014

Jack was a big fan of ERFs, and his yellow fleet has been a familiar sight all over Britain for years. PHOTOGRAPH BOB TUCK.

IT IS our sad duty to announce the death of well-known East Anglian haulier Jack Richards.

Jack started work at the age of 13 as a bicycle delivery boy before moving on to drive an electrically powered milk float for the Co-operative Group. In 1942 he volunteered for wartime service and became an airframe fitter in the RAF.

Demobbed in 1947, Jack moved to Cambridgeshire with his wife Gladys and he became a lorry driver. In 1956 he decided to take the plunge and set up as an owner-driver, paying £500 for an A-licence and a further £150 for an O Type Bedford.

Specialising in the haulage of vegetables to the main markets in London etc. Jack ran all manner of different lorries in the early

days. However, in the 1960s his first ERF made such a good impression on him that it became the 'standard' make in the Richards' fleet, and at one time he ran 135 of Sandbach's finest.

In later years Jack started to collect old vehicles similar to those he'd owned in the past, including an old electric milk float and a shop push-bike. This grew into a museum and Jack was always pleased to show people around.

The company started by Jack now has several depots and the fleet numbers around 180 tractor units plus 350 trailers.

It is now headed up by Jack's son Anthony.

Jack was a real gentleman of the haulage world and will be sadly missed.

## John Eling 1929 – 2014

SADLY I have to announce the death of John Eling, writes Tony Hawkrige. John was born on March 10, 1929, and by the age of 10 was helping his father with their family livestock business. The family's first lorry was an old Bedford; it was not used on the farm but for the transportation of prisoners of war from the local POW camp at Cranswick between 1939 and 1940.

After hostilities ceased in 1945, John branched out on his own in the livestock haulage industry. After initially using an old Sentinel and then a Maudsley, John took a liking to lorries from the Leyland factory and ran them among others for the entire history of Eling's Transport.

John had always been the type of man to make any changes to vehicles so that they gave him the service that he needed. His very first Leyland Hippo was converted to an Octopus by John himself, and then was given a two-axle twin-wheeled drawbar trailer, again built from the ground up in the company's own workshop. It ran at 32 tons gross during the 1950s.

Later on when Eling's was running T45 Leylands, they were having severe rear axle hub problems. To cure this recurring problem, John replaced them with Rockwell axles transplanted from Ford Transcontinentals and as a result was probably one of the first people to do so.

When John retired 20 years ago he was never going to sit down and vegetate. Instead he started to spend his time at good friend John Scholey's yard, and as a result the men became firm friends. They also shared the same passion for American motors and over the next few years together they owned and restored several models, including Mack, GMC, White, Freightliner and many more.

However, during the last three years, the restorations



have been confined to English lorries, such as the S24 Foden featured in this issue – a marque that was completely alien to John as he had never had anything to do with Fodens during his time as an operator.

Sadly John's very last restoration was almost completed at the time of his death. This was an Atki Borderer that was converted back to a tractor unit from a breakdown vehicle. John had removed the recovery body and refitted the turntable, catwalk and mudguards, and the chassis has been blasted and repainted. It now only needs a cab repaint, which John Scholey will make sure happens.

When the Borderer was purchased it also came with a sister lorry from the same place, another Atki but this time a 6x4 Viewline. Such was John Eling's enthusiasm for restoration, he had even started to get to grips with it too.

Again another wrecker, John had already stripped the super structure from this lorry ready to reproduce another tractor unit, and was working on it only a few days before his death.

John Eling will be greatly missed by all who knew him and he takes with him a wealth of knowledge of the transport and preservation scene. Our thoughts and prayers go to his wife Marlene and family at this time.

Jack Richards with his shop bike.  
PHOTOGRAPH BOB TUCK.



# THE BRESSINGHAM STEAM BUS IS OUT AND ABOUT

SENTINEL DG4 No. 8714 has had a varied and interesting history. It's had (like many long-lived road steam vehicles) more than one life.

Built in 1932 and registered for the road as KG1123, it was originally a flatbed lorry sold to the Cardiff Gas Light & Coke Company. Then sold on to the Wales Gas Board, it reappeared in Northern Ireland in 1954 fitted with a Mona Jet peat burner under the ownership of W E Curran of Curran Hauliers.

Ten years later it was given a new lease of life in preservation. Having been rallied and overhauled many times, it entered its perhaps most intriguing (and certainly most unusual) phase of life as a passenger-carrying steam bus. Stuart and Chris Harrison acquired it in 2002 and decided to rebuild it. Using surviving documents as a guide, it was fitted with a 32-seat replica wooden bus body of Sentinel's steam bus design.

Authorities on the history of the Sentinel works will know that the company dabbled in steam

bus manufacture for a very short period in the mid-1920s. Why it decided to do this is something of a mystery. This was very late in the day for such a venture, there being of course much more economic and reliable petrol buses in use by then. Only four (on the DG4 chassis) were actually produced, three exported to Sentinel Skoda in Czechoslovakia and the last being retained by Sentinel to transport the works brass band around. This was later converted to a lorry.

The Harrisons ran their bus commercially in the Lake District for some years in full-time service in the tourist sector. Passenger transport regulations required it to be fully compliant as a PCV and fitted with its new body it had to pass rigorous tests (including a tilt test) to be issued with a Fitness to Run certificate. Then a few years later it moved down south via Cheffins Auctioneers and was acquired by its current owners – a partnership of the Saunders Collection of Stotfold and Bressingham Steam Museum.

The bus consumes about 50 gallons of water and 110lb of coal for every 10 miles travelled, can cruise along happily at 25-30mph and reach up to 40mph. It had a complete new engine fabricated after the original suffered a major failure but is now back on the road. This year it is planned to have the bus out and about. The programme is:

May 24-25 – Strumpshaw Rally, Strumpshaw Steam Museum, Norfolk NR13 4HR

June 22-23 – Palgrave Vintage Rally, Goodrich Park, Palgrave, Norfolk IP22 1BA

July 19-20 – Weeting Rally, Weeting, Norfolk IP27 0QF

August, the bus will go on a national tour including Pickering rally and Driffield rally (both in Yorkshire), Lincoln rally, and the Dorset Great Steam Fair.

September 13-14 – Bedford Steam and Country Fair, Shuttleworth Collection, Biggleswade SG18 9EP

September 20-21 – Grand Henham Steam Rally, Henham Park, Suffolk NR34 8AQ

All enquiries please contact the museum on 01379 686900 or email [info@bressingham.co.uk](mailto:info@bressingham.co.uk)



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## THE SEALEY TOOL VAN HAS ARRIVED!

SEALEY TOOLS has announced the introduction of a new informative tool in the form of a fully kitted out Sealey Tool Van. This promotional vehicle will be available at many Sealey stockist events around the UK. The van is kitted out with over 450 tools, features on-board viewing of Sealey technical, instructional and product videos and offers the chance to get direct answers for many questions

about Sealey products, as well as finding new or alternative items to purchase.

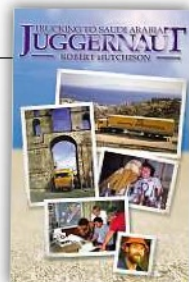
The Tool Van has already had its first outing to Mackays of Cambridge open day, where it was well received.

The Tool Van will also be touring a number of public automotive shows this year, including the Beaulieu Autojumble on September 6-7 and the Land Rover Owner International Show at Peterborough Showground on September 20 & 21.

## JUGGERNAUT trucking to Saudi Arabia

By Robert Hutchinson

IN THE 1970s and into the 1980s a new destination opened up for British lorry drivers – the Middle East. Much has been written over the years about these trips, particularly in the early days. However, this book is about a trip undertaken as these 'golden days' of long distance haulage were coming to an end. In 1986 professional writer Robert Hutchinson set out as a passenger in a Whittle International Ltd Scania 111 driven by Graham



Davies to transport a cargo of machinery from Britain through 14 countries to Saudi Arabia. This took him through Cold War Europe to Turkey and through Iraq during its war with Iran. Despite problems with the police and officials – including 20 mile border queues – the load was delivered after 31 days on the road. Then began the return trip.



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The trip took place in 1986, and this book was first published a year later in hardback form. Out of print since then, it has become much sought-after and so this first ever paperback edition is long overdue.

Superbly written and with some excellent photos, this book is well worth the price. Buy it and relive the adventure!

**Publisher:** Old Pond Publishing Ltd.  
**ISBN:** 978-1-908397-86-7  
308 pages, softback. 12 pages of photographs.

## Your wagon WANTED

THE ORGANISERS of this year's Hereford Truck Show are still looking for more classic and vintage commercials to take part alongside the modern vehicles that will be on display. If you're interested in taking part in this event to be held at Hereford Racecourse on August 2-3, contact Richard Darroll on 01568 615806 or email richarddarroll1@gmail.com

## Driver CPC Training

We don't wish to alarm you, but time is running out to do your periodic Driver CPC before the first deadline. And whilst the cut off date to complete your five days training isn't until September 2014 for trucks, courses are filling up fast and it's only going to get worse.



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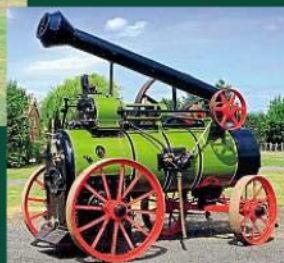


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## More memories



ISN'T IT amazing how one photograph can spark a lifetime of memories?

I've just read in the June issue of *HC* about the old Bedford tipper that used to belong to the Northern Co-operative Society, here in Aberdeen, and which was used by them long after its sell-by date. Memories started to flood back to me and I was surprised how they linked together over the years.

Memory 1: I'm a small boy with my aunt taking a short cut under the railway line, which runs behind the Co-op. We come up into what is a whole cobbled street – occupied by the Co-op on both sides. I can smell new bread from the bakers, can hear the rattle of the electric milk carts (no doors in the cab) as they return from their home deliveries and are plugged in to recharge overnight.

There are the burgundy coloured bread vans, the green grocery lorries – mostly Thames 4Ds – but wait, there's a small two-ton Albion bouncing along the cobbles with its wooden

frame cab and exposed radiator. It looks so old!

There's the vehicle workshop with commercials of all different makes and sizes and colours of the various departments. A dark blue and black coal Bedford O, in for service; a large green A Series from the furniture department; a burgundy milk float in for batteries.

Memory 2: Move on a couple of years and I'm now with my uncle. He's a second man on a Co-op Thames 4D coal artic and he has taken me out for the day – my first trip in a lorry and I'm smitten. I love it. Yes, it's dirty and noisy, but I don't care.

Memory 3: Onward a few years. I'm out on my own on my bicycle and I go through the Berryden Road depot. Again, the sights and sounds amaze me, but now the bread vans are brown and orange, the grocery vehicles are two-tone green, the 4Ds on the milk runs are still burgundy

coloured, but now the new-shaped Thames. And here comes that little Albion again, but now it has a 4D engine. I know that sound.

Memory 4: Many years have gone by, and now in Berryden again, I'm driving a BRS Parcels lorry and I'm delivering to the bakery department. Their vans are now BMC FGs, white and blue with NORCO on the side. The driver of that lorry is an ex-BRS driver on deliveries to the many Co-op shops around Aberdeen. The milk lorries are Ford A Series and the electric carts have doors. That must please the drivers.

Memory 5: Move on some more years. I now drive for Reckitt & Colman, a Mr Sheen lorry, and every week I find myself back here again.

The TK artics are still here, though they are very old, but not as old as that ex-coal department Bedford O Series, still running and looking great in its fresh dark blue paint with black



shiny wings, and bright red wheels with silver nuts. That petrol engine had a lovely sound.

The milk department has BMC FGs and the electrics are white and blue. There's a 16-ton BRS Truck Rental box van on with the bakery department and I recall how a few years back it would have been my job to prepare and deliver it to Norco for hire, as I was rental driver for two years.

I'm now 63 and drive an Atego 12-ton dropside. I can't recall which deliveries I did yesterday, yet one look at an old Bedford in a magazine and it all comes flooding back to me. Funny how the mind works.

I hope my rambling might be of interest to other readers.

**Bob Stroud**  
Via email

*Fantastic memories Bob, and well deserving of this month's prize – Ed.*

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[www.outdoorshows.co.uk](http://www.outdoorshows.co.uk)

## My Bedford

I WAS very disappointed to read the commentary regarding the first picture shown on page 96 HC June, of my 1934 Bedford model WH, with Baico semi-forward control cab, being described as a Morris Commercial 'C' type.

I can accept some artistic licence by the originator of the painting, such as the name being given as 'Wm Robert & Son' when in fact the name on the actual vehicle is Wm Robertson, and which I have kept as part of my restoration work. The registration number, as shown in the painting of UR 1417, is only a minor change from the actual number, which is JR 1417.

I doubt whether you will print this letter in any future issue of the magazine to which I have been a subscriber for more years than I care to remember, however I do believe that your reports should be accurate to keep faith with your readers.

**Derek W Lowther**  
Via email



# Simply stunning!

THE ARTICLE on page 90 of issue 294 was very interesting to me, being a regular visitor to the island of Malta. I love to see those remaining old British lorries, which are sadly now diminishing in number. However, I know of one which is still in daily use that must rank as one of the oldest, even in Malta.

It is a Bedford which appears to originally have been a Second World War 15cwt military vehicle (some knowledgeable reader may know differently). It is fitted with a kerosene tank and is employed on door-to-door

deliveries to domestic customers.

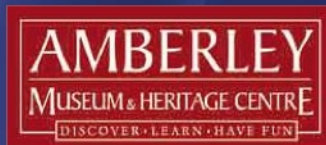
The front transverse silencer looks as if it may have been fabricated from an old fire extinguisher! The driver, an old man who speaks English badly, told me that it is fitted with a Perkins 4.236 Phaser engine. In addition to kerosene, it carries sundry other supplies, the cab being so full of paper kitchen towels and toilet rolls that there is barely room for the driver.

At a guess, it could be 70 years old and still working.

Another truck at the other end of the spectrum is this beautifully

preserved 'O' type Bedford. The Maltese are not known as great preservationists, but this one is an exception. Two contrasting Bedfords indeed.

**Jack Isles**  
Via email



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# Britain's first mobile library

IT WAS nice to read the piece about Mike Jefferies in the June issue of *HC*.

I must, however, refer to the bottom 17 lines on page 98. It infers that the painting of the Bedford WH/Baico Mike displays on page 96 is a Morris Commercial C Type. To compound this error the author goes on to say that he had seen a "Morris Commercial of this type, in the flesh at the Science Museum's big artefact store at Wroughton airfield, only a few days earlier, where a sad, but complete, six-wheel C Type Library Van lives".

Without referring to the well-known opticians I would like to point out that the 'Library Van' at

Wroughton is based on a Ford BB chassis, built for Erith UDC in Kent in 1933.

As a former resident of the town I can add some detail. The vehicle is of very historic interest as it was the first purpose-built (as opposed to converted bus) travelling library constructed in the UK. The basis of the vehicle is a converted two tonner, with a Muir Hill chassis conversion, and body work built in Erith by WG Hampton at a cost of £685.

It could hold 1500 books and entered service on 24/4/33. By 1949, one million books had been issued, rising to 1.4 million in 1957, before retirement around 1961. The pioneer preservationist Colin Shears



was responsible for its survival, buying it in 1964 and driving all the way back to Winkleigh in Devon.

Speaking to him last year, he recalled the atrocious steering, numerous punctures, and the days the journey took him.

It remained at Winkleigh for about 20 years before acquisition by the

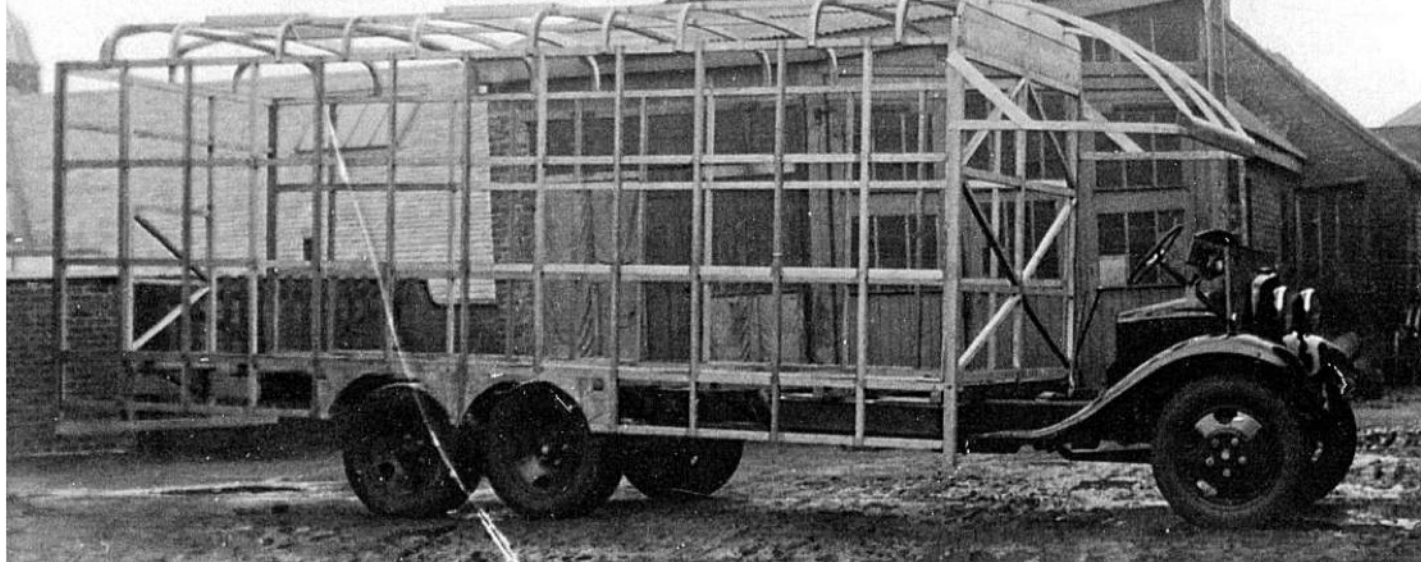
Science Museum, which realised its significance.

The actual Bedford that Mike's painting is based on is, I believe, part of the Bowman collection at Shildon, County Durham.

The in-service picture of the BB was taken outside the main library in Walnut Tree Road, and under construction in 1933.

Incidentally, I am proud to say I have some of Mike's originals hanging on my walls.

**Allan Bedford**  
Via email



## From Santa Fe to Dover

AFTER SEEING the photo of the Santa Fe Transcontinental on page 12 of the June issue of *HC*, I thought readers would be interested to see this photo of the same Transcon' in 1989, in Dover's Western Dock, while owned by Steve Marsden of Chepstow. Parked next to it is Iveco 190/30, reg C840 RNP, owned by Mike Austin Transport of Newent, Gloucestershire.

**Dave Haines,**  
Ledbury.





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CO10 9AA

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# HOLLOWELL

## STEAM 2014

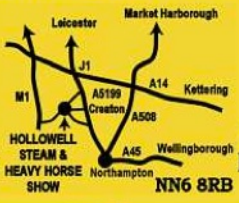
28th YEAR

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# Sounds of the Sixties

Thanks to the restorative talents of octogenarian John Eling, the Yorkshire Wolds are now alive to the special – and very rare – sound of something from the 1960s. John Scholey shows off the latest classic to join his growing East Yorkshire collection and **Bob Tuck** revels in the action of his stunning S24 two-stroke Foden eight-wheeler.

Words: Bob Tuck Photography: Bob Tuck/As stated

The Foden looks fantastic –  
but it sounds even better!



**J**ohn Scholey has a lot to smile about but over the last year or so, the reason his smile has got even wider and bigger is painted green and adorned with five books of gold leaf lettering. Don't get me wrong, John is a sharp and astute businessman, but when it comes to big boys and big toys, our man from Hutton Cranswick in East Yorkshire has a passion and love for some bigger toys than most.

We featured John and his very special White/GMC/Volvo in *Heritage Commercials* August 2012 issue and we reckoned that this motor couldn't be beaten for sound and presence. We were of course wrong – and don't mind admitting it – because the latest restoration of 85-year-old John Eling looks better and yes, sounds just as distinctive as that import from the US.

Yes, you did read that right. We did just say that the guy who is responsible for 95% of the restoration to fleet number 11 is really 85 years old: "I don't know how I'd manage if John Eling wasn't around," says his namesake John Scholey. "He did a great job on this one but I've told him I want another 10 years of work out of him doing other restoration projects before he can think of retiring."

John (Eling) currently 'works' a sort of five hour day, sort of five and a half days a week but of course this gifted craftsman doesn't look at it as being work: "I just love having something to do," he says quite simply about a situation where his actions speak a lot louder than his words. And in the case of the latest off the Eling/Scholey production line, the action has a sound louder than most but now – sadly – is generally restricted to the preservation world.

### SOUNDS FANTASTIC

It was way back in 1947 that Foden launched its very first four-cylinder version of a two-stroke engine after developing it during the mid 1940s. Although the company had long been using Gardner as its favoured diesel engine supplier, the chance to make its own in-house engine option seemed a good business decision although it proved to be both expensive and fraught with engineering difficulties. However, as the 1950s and 60s progressed, the lead time for delivery of a brand new Foden fitted with a Gardner engine got longer and longer but if you would take one fitted with a Foden two-stroke, then you could have one almost overnight. No wonder that some hauliers jumped at such a chance.

The 'stroker' as they were called was also a heck of a lot quicker than the ponderous



The barrel 'load' was sourced in Holland – and it really brings the lorry to life.

Gardner although to get the best from it when operating at top weight you needed to specify it with the Foden 12-speed gearbox rather than a standard 5-speed. Depending on the rear axle ratio, the combination of two-stroke/12-speed resulted in a phenomenal top speed and when the M1 motorway first opened (and there were no speed limits in force) a factory demo' Foden two-stroke eight-wheeler is recalled as probably the quickest heavyweight load carrier to travel along it. Generating 60mph plus with a loaded eight-wheeler wasn't an early 60s daydream, it was reality.

To get the best performance from this engine, you had to keep the revs running high and of course, the resultant sound was both special and distinctive. It became something of a rarity because of the engine's questionable reliability. Foden continued to modify/extend the power output with its last Dynamic Mark VII intercooled versions churning out around 220bhp but it never took a huge market share. And when both Cummins and Rolls-Royce (and still Gardner of course) produced more viable powerful engine options for Foden, the

stroker was 'quietly' dropped from truck (and bus) use although was still made for marine and industrial applications.

To John Scholey – a lover of anything sounding very special – the Foden two-stroke

*“Generating 60mph plus with a loaded eight-wheeler wasn't an early 60s daydream, it was reality.”*

became something of a dream from yesteryear as one or two hauliers from the old East Riding did operate them. However, he recalls being suddenly awoken to a fully restored Foden stroker tractor unit at a local (Driffield)

event. So taken with the experience, he vowed to do something about it and discovered an example – crying out for restoration – almost on his doorstep.

## LONG STORY

We never cease to be amazed at what vehicles turn up in all manner of places but the information John was given proved to be a winner. “It was about three years ago that I heard there was a Foden two-stroke eight-wheeler in a farmyard near Pocklington. And there was.”

The vehicle's owner was Harvey Crane and John knew him as previously being manager of the Beverley based Stepney Contractors concern. “I think he had planned to restore the vehicle but had never got round to it,” said John. The Foden had been in-situ for something like 10 years as John recalls there were nettles growing through the chassis rails. It didn't have any sort of body on at the time, but all John was concerned about was hearing if the two-stroke was still working – and it did.

Transported back to Hutton Cranswick by low loader (courtesy of good friend David



Air shift lever for the 3-speed auxiliary gearbox.



Foden's own six-cylinder 2-stroke engine.



Modern (rather than period) lights were fitted.



John Scholey (left) with John Eling.

Taylor) John began to have second thoughts about the restoration project: "I wondered if we had bitten off more than we could chew," he says, "but when I asked John (Eling) all he said was: 'No problem. We can do it.'" And as we said, John E has a track record of letting his actions speak louder than his – measured – few words.

One thing which neither John could help us with very much was in finding out this Foden's history. And if anyone reading this knows any more details, then we'd love to hear from you. Obviously the registration of EPR 862D was allocated by Dorset County Council while the vehicle's MoT plate (issued on 10.7.69) states the eight-wheeler was first registered on June 1, 1966.

It's obviously now a very long wheelbase eight-legger but it didn't start out like this. John E points out the drill holes in the chassis where the suspension used to be located and you can also see where the chassis rails have been extended. John S points out a very substantial rear mounted tow hitch that prompts the thought that this Foden perhaps saw life on the Showman's circuit.

### DRAY DESIRE

The first two years of its life in John S's ownership was spent outdoors as all his covered accommodation was in use for other vehicles of his collection. While the restoration was done in a methodical manner as there was no rush required.

The prop shafts had been removed prior to the vehicle being bought but these were soon hooked up again. A new hydraulic throttle mechanism was needed and this was sourced through Fleet Factors of Hull (subsequent providers of all manner of parts). The only

hiccup with the drive-line related to the clutch: "I had a new clutch fitted," says John S, "but after the vehicle was painted, we found the clutch wouldn't work. Chris Soames Commercials came back to look at it after we removed the gearbox and said that some wedges had been replaced the wrong way round, so it was easily sorted."

The brakes were overhauled and John E reckons the worst job of the whole restoration was sorting out the Foden's transmission handbrake. Attention then turned to the almost nonexistent electrics where John E also added an isolator switch into the newly restored system: "We always try and do that," he said, "as it helps with peace of mind."

Neither of the Johns had to fret about restoring the body – as it came without one – so again David Taylor Commercials came to the rescue and sourced what had started life as a tilt body (for steel carriage) on an ex-ASD Steels rigid six-wheeler. "John E manufactured all the mounting brackets," says John S, "and he also modified the body to make it fit as well but obviously a lot of alterations were needed."

At an early stage, John knew what colour paint job he'd ask his team of painters/signwriters to eventually adorn the Foden: "It had to be a period type colour," he says, "and the earliest memories I have is of my grandfather's Maudslay Mogul which was painted green and lettered in the name of W Scholey & Son."

John would only be five-years-old then (he's just reached 65 now) but the memories of him steering it around – with his dad also in the cab of course – are perfectly vivid: "It had a Gardner 5LW engine but we put a reduction box in the transmission – the wrong way round – and it would fly."



How it was done. The only real driveline problem was a faulty clutch, not found until everything else had been fitted and painted. PHOTOS TONY HAWKRIDGE.



The lorry as it arrived in the yard on David Taylor's low loader. PHOTO JOHN ELING.

### Restoration contacts:

#### Fleet Factors Ltd

Cleveland Street, Hull HU8 7AU  
Tel: 01482 323281. Website:  
[www.fleetfactors.co.uk](http://www.fleetfactors.co.uk)

#### DG Taylor Commercial Vehicles Ltd

Cranwick Industrial Estate, Beverley Road,  
Drifffield, East Yorkshire YO25 9QE  
Tel: 01377 270815. Website:  
[www.dgtaylor.co.uk](http://www.dgtaylor.co.uk)

#### The Foden Society

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

David Wilkinson first did the Foden's shot blasting and then painted the chassis and wheels in Post Office red. Locally based Chris Soames Commercials painted the cab Brunswick green and cream while applying five books of gold leaf lettering into the livery would be Trevor Cheeseman of Hull.

Finishing a job like this required input from a variety of sources. John S says that good friend Tony Hawkridge came up trumps with providing a front bumper and four steel mudguards for the rear wheels. "It didn't have any headlights on when it came," says John S, "and although we tried, we couldn't find identical replacements. This shape of Cibie light was also used on Vauxhall Viva cars of the time but in the end, I got John to fit two pairs of 5in rounds and then he added some laser cutout surrounds to bring them to life."

These light surrounds look the part but it's the Foden's mock load that knocks you sideways: "With its new body having so many posts for poles," says John S, "it made me think of whether we could re-create an old dray. And it was on a trip to Holland when we noticed some barrels outside a wine merchant. I made some enquiries and they were able to help us out with enough to fill most of the body."

### ON THE ROAD AGAIN

First big ride out with any freshly restored motor is always a worrying time and last

year, John was to enter the Foden for the 2013 East Coast Run as well as the 2013 Driffield Steam Fair. The motor has 'wow' factor by the boat-load so no wonder the Driffield judges gave him the prize for first in his class.

---

*"...this is a motor which has to be heard to be really enjoyed and even on tick-over, the hairs on the back of your neck quickly stand to attention."*

---

The longer road run created a problem when steam started to fill the cab: "We traced the steam to the fact that the heater pipes had all perished," says John S, "but it was easy enough to blank the pipes off until we could get them sorted."

John has a huge number of vehicles in his collection so the Foden was to have a long winter's rest before *Heritage Commercials* came calling on a misty early April morning. And even though the sun didn't appear, the

look of this 1966 classic simply blew our socks off. Yes, even stood alongside an R Series Mack and a very rare Steyr, the barrel loaded Foden looks simply the best. And how easy was it to persuade our man to take us for a spin? Not a problem, he says with a big grin on his face.

John tells us from the outset that the cab interior still requires some attention but he's never been big on 'concours condition.' But this is a motor to wallow in although just getting into the cab is a test. True the S24 was Foden's first real tilt cab but whoever designed the door fitment (which does its best to chop your foot off as you climb aboard) doesn't win any medals from us.

But as we said at the outset, this is a motor which has to be heard to be really enjoyed and even on tick-over, the hairs on the back of your neck quickly stand to attention. "It's an animal to steer," says John and while this is a complaint, he still has a huge grin on his face as we shuffle out of his driveway.

Once pointing straight, our man puts the pedal to the metal and is soon up-shifting through the Foden 12-speed box. True, he could skip around a lot but like any noise aficionado, John just loves any excuse to change gear so that the Foden 'stroker' sings at its best.

There are of course other two-strokes around. I've been lucky enough to hear one or two but the Foden version (we think this is



Modern lights were fitted on the back as well. Note the big tow-hitch, which suggests this lorry may have spent some time in showman's service.



There's still a bit of work to do inside the cab.



This screw down lock stops the cab tilting.



The S24 was Foden's first real tilt cab.

either a Mark IV or a VI producing about 180bhp) has a pure soft lilt to it compared to say the Commer Rootes or even John's old GMC/White/Volvo which had the Detroit version.

Sadly our trip out isn't that long but before I end this narrative, I must give an apology. No matter how good a magazine this is, all you

are seeing are stills on a page and you'll have to imagine the action that yours truly was able to watch and listen to.

The one memory that sticks in my mind is a blend of seeing John heaving on the steering wheel; pumping up and down on the clutch pedal as he races round the 12-speed box while – of course – having a huge grin on his face. He was enjoying the sound of something he hadn't really heard (in anger) since the Sixties. Awesome.

## Specification:

<b>Make/Model:</b>	Foden 8E 6/26 S24 tilt cab
<b>Chassis No:</b>	59556
<b>Year:</b>	New on 1.6.66
<b>Registration:</b>	EPR 862D
<b>Engine:</b>	Foden six-cylinder 2 stroke 4.6-litres – 180bhp
<b>Gearbox:</b>	Foden 12-speed – 4-speed main + 3-speed auxiliary
<b>Gross vehicle weight:</b>	6 tons
<b>Top speed:</b>	45-50mph
<b>Fuel return:</b>	9-10mpg (guesstimated)

## John Eling 1929 – 2014

Since this article was written we have heard the sad news that John Eling has passed away. An obituary has been included in this month's news section.



A quartet of John's varied collection. The Atkinson Borderer is the next project.

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# Off the RAILS

## *part two*

Britain's railways have also always been massive users of road vehicles. In this series **Bill Aldridge** takes a look at this important part of the UK's transport industry.

**Words:** Bill Aldridge

**Photography:** Bill Aldridge collection/As stated

5



**W**hat must not be forgotten is the fact that when the railway companies were first established, they worked under the 'Common Carrier' obligations. This meant that in exchange for the right to actually build their network and to transport goods nationwide, they had to accept any freight item, of whatever size and nature (within reason), to move, sometimes at a rate which might be unprofitable to the railway.

The original intention of these obligations was to stop the railways from cherry-picking the most profitable freight while refusing to carry less profitable goods. This was possibly understandable when the railways had a virtual monopoly over road transport, but it was seemingly unfair as road competition grew. This led to the cry from the railway companies for a 'square deal' to allow fair competition.

The requirement to carry specialised goods meant that a wide variety of, sometimes underused, specialised goods wagons needed to be made available. While that was one problem, a major pitfall was the requirement for the railway companies to publish the freight rates charged.

One of the serious anomalies of this situation was that the freight rates were based, to an extent, on the value of the goods to be carried. So carriage charges for a small diamond could, in theory, be charged at the same rate as a wagon load of coal. Charges were graduated depending on weight and loadability as well as the route and destination.

Because these rates were published, it enabled the up and coming road haulier to easily undercut the railway charges on the higher valued traffic, and the haulier could, in certain circumstances, sometimes offer a better service.

The hauliers, many of whom had commenced operations with a war surplus vehicle purchased with a military gratuity, were unable to offer the nationwide service the railways gave. However, with many existing major traffic flows of goods between main towns and cities, the road hauliers could sometimes 'cream off' the more profitable traffic on certain routes.

**1: Six wheel lorries were in vogue during the late 1920s and early 1930s. This modified Ford A model found favour with the London, MIDLAND & SCOTTISH RAILWAY COMPANY.**



**2: The use of road-going agricultural tractors by the railway companies was not common, but a few photographs do exist showing this practice. Here an International tractor is towing what look to be roof braces fitted on a drawbar trailer at Helmsley in North Yorkshire in 1932. COURTESY HS TRANSPORT COLLECTION.**



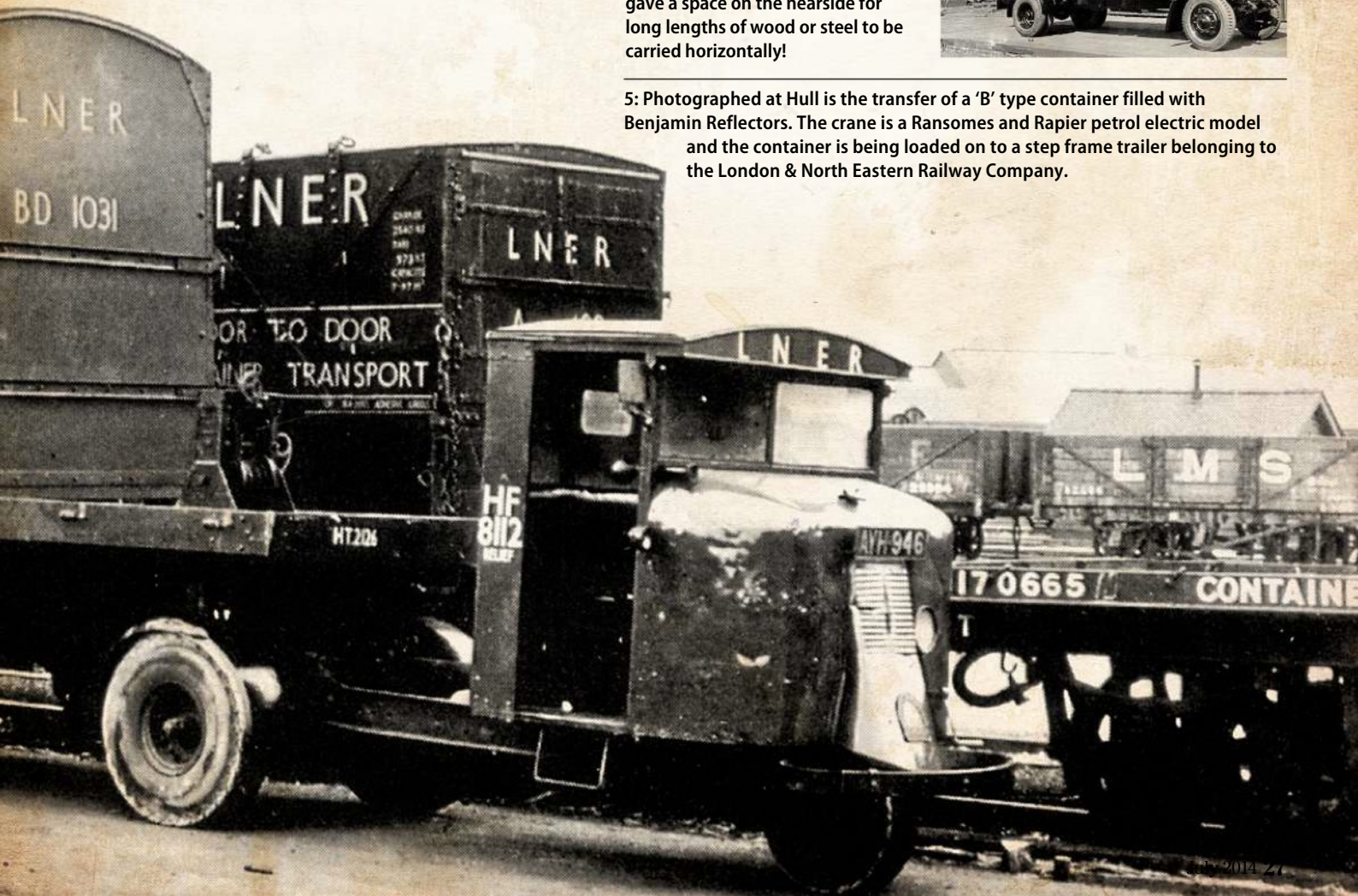
**3: It's easy to forget that the railways have used road vehicles extensively for maintenance purposes possibly from the 1920s. This photograph depicts a 3-ton capacity Karrier used at Stoke-on-Trent by the London, MIDLAND & SCOTTISH RAILWAY COMPANY ENGINEERS.**



**4: A large batch of Albion model M450 lorries were fitted with cabs and bodies built at the Wolverton works of the London, Midland & Scottish Railway. These particular cabs were built to one standard width. Therefore if the lorry had an offset steering wheel, the cab would be offset as well. If nothing else, it gave a space on the nearside for long lengths of wood or steel to be carried horizontally!**



**5: Photographed at Hull is the transfer of a 'B' type container filled with Benjamin Reflectors. The crane is a Ransomes and Rapier petrol electric model and the container is being loaded on to a step frame trailer belonging to the London & North Eastern Railway Company.**



7



8



9



The hauliers could offer next day delivery to many areas where the railway would struggle to get goods delivered in less than three days. Having said that, the railway companies were able to compete effectively with many hauliers by offering a host of special rates to regular customers, thereby enabling the railway companies to retain more of the traffic than one might possibly expect. (It is understood that at one time British Railways was publicly boasting of retaining over one million different rates available for the differing types of traffic). Quite how accurate any of these rates were in relation to actual costs is open to conjecture.

**HAULAGE REGULATIONS**

As part of the 1933 Road Traffic Act, restrictions were placed on road hauliers specifically with safety regulations, restricting hours of work and the introduction of 'A, B and C' licences which, in theory, made it more difficult for road hauliers to either increase their fleets or to start a new company.

Existing hauliers received 'grandfather rights' to keep their existing fleets and their equivalent licences. Very soon any haulier's application for a variation on an existing 'A' (general goods anywhere) or 'B' (restricted goods in a local area) licence would have to go through a court and the railway companies would generally object to any increase in the licences, but they were not always successful.

Against a storm of protest at the time, the Chancellor of the Exchequer, Neville Chamberlain, significantly increased vehicle

excise duty in that act so that all motor vehicles would pay the whole cost of the annual Road Fund.

The one thing that the act omitted to consider was the effect that the 'C' licences would have in the medium and long term. The 'C' licence enabled a company to move its own goods by road anywhere in the country with no restrictions. During the years leading to the Second World War, the number of 'C' licensed vehicles increased dramatically and after the war the number rose almost exponentially. The trouble was that many of the 'C' licence operators were the very customers who had made use of the railway goods system, and were now to desert the railway in droves.

Leaving aside the politics and machinations of the period, it is well worthwhile looking at the fleets of petrol engined lorries bought by the railway companies from the mid-1920s onwards for goods carrying. With a wide range of British-built lorries and vans available, it is no surprise that the railway companies had quite a variety of makes in their fleets. Most lorries were in the 1- to 5-ton range and came from companies such as AEC, Albion, Dennis, Ford, Karrier, Morris Commercial and Thornycroft, with small numbers of heavier Leyland models following later.

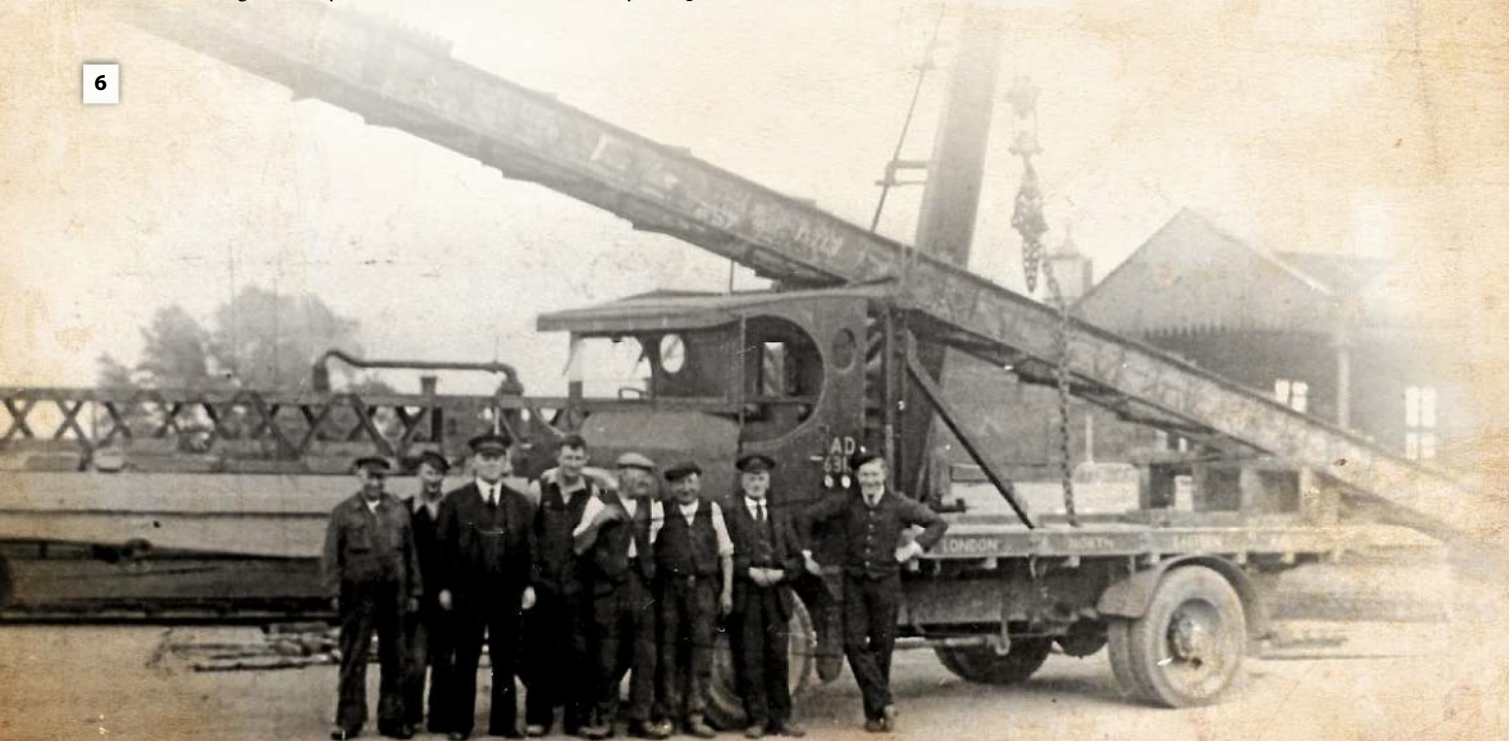
In the early stages of commercial vehicle operation, three of the pre-Grouping companies (the original Great Western, the London & North Western and Midland railway companies) had built their own cabs

**6:** Because the railway companies worked under the common carrier obligations, they had to transport virtually any item offered to them. This meant finding safe ways of handling long loads such as this 50ft long girder destined for the RAF Station at Manby in Lincolnshire. The load is seen at Louth Station in 1937 carried by an Associated Daimler lorry. **PHOTOGRAPH COURTESY J W WHITE.**

**7:** During the Second World War, a military site was built almost in the North Sea on Spurn Head in the East Riding of Yorkshire. A military railway ran down the length of Spurn Head from Kilnsea, but the railway was isolated from the main network. So the London & North Eastern Railway Company was called upon to transport a Class Y8 steam locomotive from the nearest rail head at Patrington to Kilnsea by road, hence the use of a Fordson tractor and Scammell Mechanical Horse. **COURTESY HS TRANSPORT COLLECTION**

**8:** The Great Western Railway tended to build its own lorry cabs rather than use the manufacturers' standard version. The lorry is a Thornycroft Nippy articulated tractor unit fitted with an early version of the company's safety cab where sliding doors were fitted, mainly to give the driver better vision when reversing. Later versions of the cab had much better access for the driver and passenger.

6



9: During the Second World War, the railway companies were able to take delivery of additional new lorries as essential users since they were totally involved in moving huge quantities of goods on behalf of the war effort. This Bedford OXC tractor unit is seen at the York goods depot on the way to make a delivery. PHOTO COURTESY P SMEATON.



10

10: For a long time the railway companies laboured under the common carrier obligation where they had to carry whatever traffic was offered. Hence this Great Western Railway Foden DG tractor with a drop frame drawbar tractor carrying a Priestman face shovel.

11: The transport of steel in bar, rod, sheet or rolled form was for a long time regular traffic for the railway companies. In certain areas like the West Midlands, dedicated steel terminals were established to transfer incoming steel from the manufacturers for delivery to the local users and for the despatch of finished product. Here in Walsall a BR (M) Dennis Horla and Scammell trailer are transferring steel tube for despatch by rail in 1962.

and bodies on to commercial chassis.

Incidentally, the Great Eastern Railway built some complete buses at Stratford works in London before the First World War. Every part was made at Stratford except for the low tension magneto and the French carburettor. They were built to railway standards and apparently rode like tanks.

When the existing separate railway companies grouped in 1923 to form the Great Western, the Southern, the London, Midland & Scottish and the London & North Eastern Railways, the GWR and the LMS railways continued to build cabs and bodies; but unfortunately the LMS reverted to Midland Railway practice and built cabs that looked dreadfully old-fashioned even when brand new. Many of these early cabs looked like they were designed for horse drawn vehicles and were certainly not suitable for modern internal combustion engines.

During the late 1920s, the LMS Railway Carriage & Wagon works at Wolverton in Buckinghamshire commenced building more modern style cabs on to new lorry chassis. Unfortunately, there was only one size of cab available, so on the larger lorries, the cab was offset to accommodate the driver and controls. Never one to miss an opportunity, the LMS promoted this design where the cab nearside door was in line with the bonnet edge as giving the ability to carry long lengths of steel down the nearside of the lorry.

The GWR at Swindon had designed a safety cab to ease the driver's job. These cabs had an offside sliding door to enable the driver to reverse much more easily. Many readers will remember that it used to be quite normal for drivers to stick their heads through the side door window when reversing. This cab was fitted to many different vehicles and was sometimes built under contract by companies such as Hampshire Car Bodies or James Whitson.

11





12

**12:** Dewsbury railway station goods yard is the setting for this British Railways (Eastern Region) Bedford OSS tractor and Scammell trailer carrying a full load of raw material for the local heavy woollen mills. PHOTO COURTESY P SMEATON.

**13:** Among the unexpected loads carried by British Railways were some Fairholme caravans. The caravans were towed behind Scammell Scarab tractor units to Tyndall Street goods yard in Cardiff and loaded by a Shelvoke & Drewry Freightlifter on to Lowmac rail wagons for despatch. PHOTO COURTESY MR S VICKERY.

**14:** Perhaps hard to believe is the fact that many readers will have driven over these girders on the M4 near Newport. The photograph dates from the construction of that motorway in 1966 and the trailers were delivered to site behind a Foden FG winch fitted drawbar tractor.

**15:** This Austin Loadstar tractor unit is involved in moving machinery during a factory transfer from North London to East Yorkshire.

**16:** One of the success stories of the British Railways goods operation was the overnight delivery service of steel from the North East of England to the Midlands. Here a LAD cabbed Dodge articulated tractor at Great Bridge depot is collecting steel coil for local delivery.

### OFF THE PEG

By the mid-1930s, most railway companies were purchasing virtually 'off the peg' chassis cabs or chassis/scuttles from the manufacturers and fitting their own specialised bodies. The manufacturers' steel cabs were certainly lighter than the railway built versions and probably less expensive as well.

During both world wars, the railway lorry workshops and all vehicle maintenance facilities were heavily involved in manufacturing or repairing items for the war effort.

Commencing probably during the First World War with many railwaymen away

servicing their country and in an effort to speed up deliveries, the Midland Railway and the Lancashire & Yorkshire Railway Companies had experimented with a system called 'stand dray' loading.

The theory was that time spent loading lorries at the depot was wasted, since the expensive lorry should be out on the road carrying out delivery and collection work. When using horses and wagons, the horse could quickly swap between empty and full wagons, but the few existing petrol engined lorries were unable to exchange loaded bodies.



13



The Midland Railway trialled a system of swap bodies, whereby a number of time-expired horse wagons were fitted with guide rails to accept a moveable platform called a dray. The dray would be pre-loaded at the depot and a suitably equipped lorry would exchange an empty dray for a loaded dray.

This scheme was continued after the amalgamation of the Midland Railway with the London & North Western Railway to form the London, Midland & Scottish Railway and a similar operation, known as the Rendell System, was one of four types introduced on the Great Western Railway.

No doubt the main drawback of the system was the difficulty of transferring the drays between vehicles in anything but ideal conditions. The scheme seems to have operated into the early 1930s, though on what scale it is difficult to draw any firm conclusions.

The Great Western Railway had a further trial scheme where the loaded platforms were slid sideways off the old horse carts, but this particular system had a number of drawbacks if the returning lorries were delayed.

The introduction of the mechanical horses and their instantly coupled trailers was no doubt the final nail in the coffin of the stand dray system, though a further alternative system was trialled by the Great Western Railway using drays fitted with legs, the forerunner of current day demountable bodies.

As the old saying goes: "There is little new in this world that the railways didn't do first!" And you'll see more next month...



# Mark's MORRIS

Just before the outbreak of the Second World War, Morris-Commercials had the misfortune to try to introduce a new vehicle. Dean Reader explains what happened.

**Words:** Dean Reader **Photography:** Dean Reader/Mark Feltham

**W**hen Morris-Commercials was considering introducing a new model to its range in 1937, little did it, or really anyone else, know that in a couple of years time, the UK would again be plunged into another world war. If they did, I bet it's fair comment to say they would not have started any production of the new Equiloader range, and certainly not the LC (Light Commercial) range of vans and lorries.

From the outset in 1924, Morris' commercial arm had been building car-

derived vans in the small and medium sectors and, of course, heavyweight lorries and coaches, but there was nothing really in between – but that was soon to change, especially as their closest competitors had models in this '25/30 cwt' bracket.

Even so, despite its large, lorry-like looks, it was quite a small model sitting on a 9ft 9in wheelbase. Propulsion was via a new 2050cc ohv four-cylinder petrol engine developing around 42bhp, feeding through a four-speed manual box

into an axle with a 6.57:1 ratio.

With regard to the bodywork, the LC left the factory with a variety of standard bodies including a van, a Luton version, a lorry with drop-side rear bodywork and even an ambulance, but a chassis cab/chassis cowl was also available; it was a poor show from any manufacturer if they didn't exploit that option in their line-up. However, it must have proved popular with 10,060 examples in one form or another selling until the 'slight hiccup' of the Second World War got in the way.

Morris bounced back with the range but in 1948, it was revamped with the similar LC3 (the first was never listed as an LC1 and rather oddly, an LC2 never existed) and this was a slightly different model in



Mark's LC3 van was built in 1949, and was originally owned by the RAF.





Mark bought the Morris from eBay back in 2011 as a failed 'future restoration' project.



Mark never intended to restore the van to 'as new' condition – but we think it's fantastic!



The LC3 is powered by a 2050cc ohv four-cylinder petrol engine developing around 42bhp.

*“It appeared in a film about the Great Train Robbery and a number of Second World War based films”*



The woodwork on these vans has much more character than modern pressed-steel bodies...

certain respects. The wheelbase was shortened to 9ft 6in (which didn't affect the standard 245cu ft capacity) and a few engine tweaks were applied including a new carburettor.

Bodywork remained the same, especially as steel was in short supply, and sliding doors were standard on the in-house vans, and by the time production ended in 1954 with the visually different LC4, some 18,500 models had been built. Later models are noticeable by their opening quarter-lights which are a relic of times gone by that I wish were on cars and commercials nowadays.

Returning to bodywork issues, aside from the standard range of models, many companies offered conversions of some sort, dropsides being popular although Anthony Hoists built a rather attractive, Americanesque 'step-side' body. Forgetting the standard factory ambulance, others like Appleyard built their own versions and likewise within the fire service; Fisher & Ludlow of Birmingham used a fire appliance for its factory (its own bodywork I presume?) and, of course, many were used throughout the war, especially as mobile canteens.

A smaller model, the LC3U with a 15/18 cwt rating, was produced for export, and it is on this chassis that a hearse was constructed in Malta. Lastly, the GPO was also a major

fleet user of the models, designing their own bodies to suit their particular needs including that of the mail and telephone engineering departments.

#### AND TODAY

The subject of this feature is Hampshire-based Mark Feltham and his 1949 LC3. It was not a local classic I had seen around, so when I joined a new local classic car club – the New Forest Classic Group – I saw this van on the website so I made enquiries to the founder Sandra who put me in touch with Mark.

When I first viewed it, it was still parked in his purpose-built garage awaiting some final resto work but upon its debut at a group meet, we heard a very old truck-like whine and this blue-and-black van rolled in. It made me smile as my mind was transported back to those black-and-white classic films when often these would be used in a bank job; in fact only recently a similar van to Mark's appeared in a two-part series about the Great Train Robbery.

I was quite surprised at how big the Morris was considering the weight bracket it covers, to me it is more lorry-like – but it's not.

Mark is the first to admit that the van is not entirely in mint condition, well certainly not in the bodywork stakes, but then it was not

bought or restored to be a trophy winner. Mark showed me the pictures from when it was on eBay in 2011 as a failed 'future restoration' project for a bed and carpet business and wearing a rather dull and depressing dirty grey coat, but it was all complete.

I asked Mark about his job and what experience he had in classic commercials. "My current job is a petrol tanker driver for Shell," he said, "so needless to say, I like driving big trucks, hence the interest towards commercials. In addition, like many around here in the New Forest, I have an interest with the Land Rover marque."

As we walk around the van, he tells me why he chose this particular classic: "I have always had an interest in vintage/classic commercials, but never had the opportunity to own one. Myself and my son-in-law, Martin, had been looking for something to exhibit at the Great Dorset Steam Fair for some time. So, when I saw the Morris on eBay I rang the GDSF to find out if they would accept it, and was told yes they would. I would have liked something bigger, and still would at some point, but don't have the space at the moment!"

Sadly, we have all been there with eBay, and when he arrived in Weston-super-Mare to collect it, all was not well. The front grille, wings, bonnet, headlights, and even all four

doors, had been removed and looked like they had been simply chucked into the rear, plus it had a flat battery so driving it on to the trailer was a no-go, but he managed to get it on by driving a Land Rover alongside and pulling it on with that.

I am pleased to say that he was not too disappointed with it and could imagine what it would look like when done. More than enough inspiration, I would say, to get it from the 'as bought' condition to how it is now took just five months. The only real mechanical problems were a seized brake piston and of late there have been some major carburettor problems which hopefully are now sorted.

The inside is 'as found', complete with ripped seats and cream-coloured paint. The entire underside was painted black and to match, the lower extremities were done the same. The wheels were shot blasted, primed and painted and while these awaited their new tyres, the grille and front wings, which needed some minor fettling, were also painted up, all of this being done professionally by local body and paint specialists Steve Packard.

Unlike many a coach-built body, all of the wood framework was fine save for both rear doors, whose frames needed replacing; the actual metal panel work was deemed reusable and thus was retained, and a new vinyl roof covering was added.

I was curious as to why the van was not painted in any original colours or a specific livery and Mark just smiled, saying: "Ah there is a simple reason for that. I could have put it back to RAF spec or like the Royal Mail livery from one of the TV programmes but I didn't. I had several tins of Oxford blue sitting in the garage and hand-painted it in that, saving me a lot of money." And I agree. After all, most were coach painted back then anyway.

Mark has found out some information on its past. Unsurprisingly, it started off with the RAF until 1952 where it was registered for some unknown private use. At some point, it went into the hands of a TV/film company and appeared in a film about the Great Train Robbery and a number of Second World War based films. It was also in *All Creatures Great and Small* as a Royal Mail van, and also as a Bowlings' carpet van. Its later use was on the show circuit at one point was in the hands of a Chris Wheal of Maidstone when it was part of the Morris Commercial Club.

Mark would like to thank son-in-law Martin Rickman for all his help and for rescuing him a couple of times, and Phil Moxom for his knowledge and help with the painting, and also Steve Packard.

I myself would like to thank Mark for his time, Nigel Harrison of the MCC (go to [www.morriscommercialclub.co.uk](http://www.morriscommercialclub.co.uk)) and Sandra Mitchell of [www.newforestclassicgroup.co.uk](http://www.newforestclassicgroup.co.uk) for putting us into contact originally.



The sliding doors make it easy for everyone to get in.



The van has appeared on television several times. This is how it appeared in *All Creatures Great and Small* many years ago.

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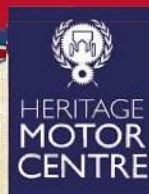
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# ODD JOBS

This month I've done away with the 'theme vehicle' once again, and decided to feature commercials doing specific jobs,

particularly those that have been built or modified for one specific purpose. As usual though we have very little information with

any of these pictures, so if you can help fill in the blanks please email or write in. The addresses are on page 39.

This Dodge was used to pull a mobile X-ray unit for the aptly named company, Portable X-Rays Ltd. The location is outside the Rank Radio International works in West London back in 1976. Note the generator mounted behind the cab. NA3T photo BC00008-14.



We've featured the famous Morris-Commercial Leader mobile post office 'GPO 1' before, but it's such an interesting design it deserves inclusion again! Besides, I've never seen it with its awning in use. Unfortunately, we have no date or location for this picture. NA3T photo RGN00022.



We've no location for this well-used Commer Centaur but we know the photo was taken circa 1960. It was used by RCA Photophone as a mobile facsimile unit – sort of a fax machine with an engine I suppose. NA3T photo VS00777.





This ex-military Commer Superpoise 4x4 has found civilian work as a mobile workshop for Hills of Swindon, a company that is still very much with us specialising in quarrying and waste management. NA3T photo CX00366.



Another demobbed military lorry in civvy street was this Austin K6 being used by printing press makers Heidelberg, as either an engineering support vehicle or a mobile showroom. It's obviously much needed as there's another K6 straight from the disposal sale undergoing conversion behind it. NA3T photo VS02561.



This Series 2 long wheelbase Land Rover was used as a mobile laboratory, and was photographed in the mid 1960s on the construction of the M2 in Kent. BIX Ltd did radiographic testing to discover flaws, cracks etc in welds and materials. NA3T photo GM00328-Bd1.



We've no location or date for this Bedford OB converted into a mobile shop, but it does have a Middlesex registration so there's a possible clue to its history. NA3T photo RS01489.



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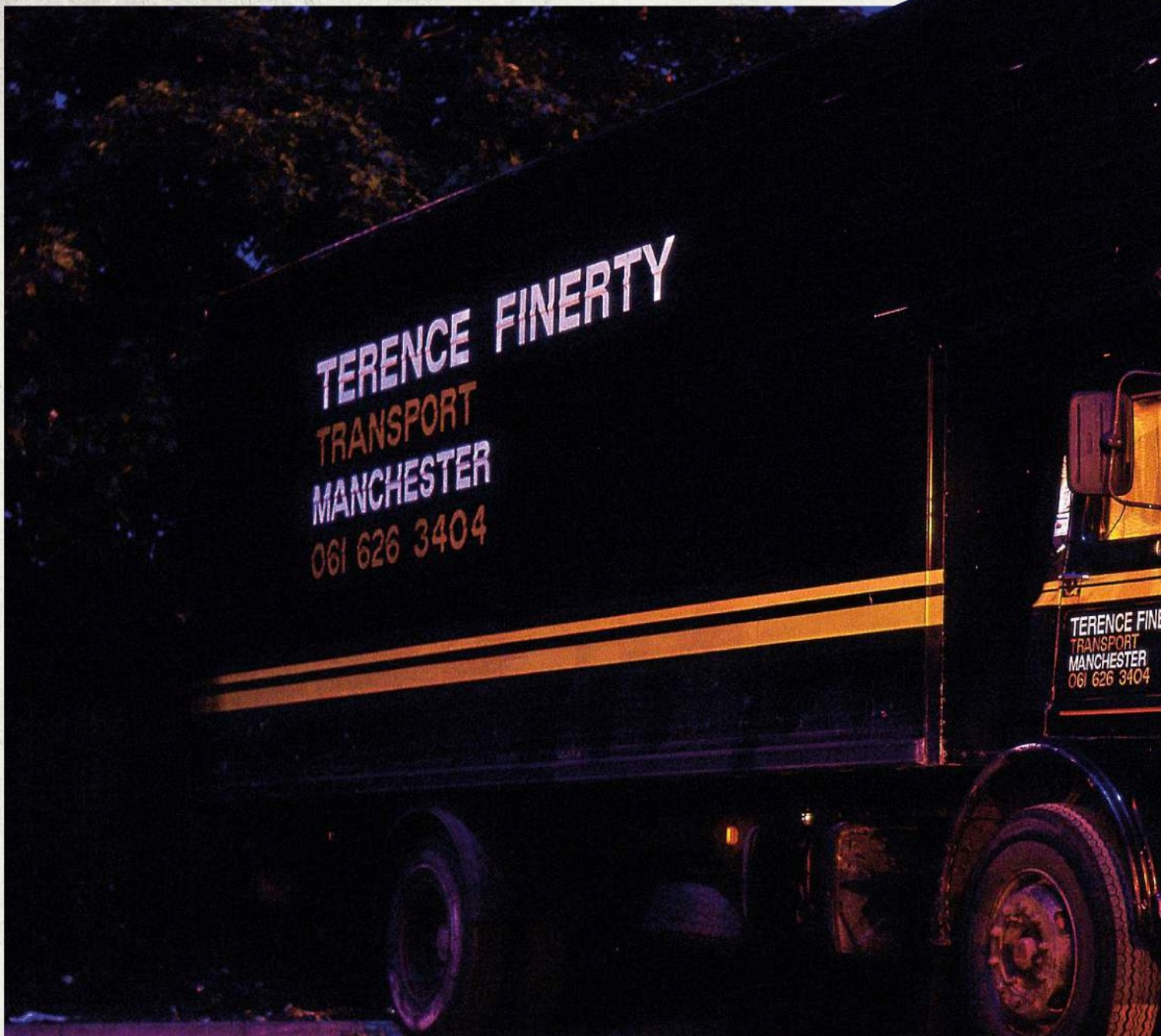
Do any of these photographs trigger old memories? Perhaps this used to be your lorry or you recognise the company name or someone in the photograph. Don't be afraid to write to us...

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A couple of shots taken at a show in Wembley in 1958 of the latest Empire (Catering) Co Ltd Bedford S Type mobile shop to take to the roads. Note the telephone. NA3T photos HuE0212 & HuE0213.



This is Hoath Lane in Kent in the 1960s and this Drilling & Prospecting International Ltd Bedford is part of the equipment being used to investigate caves found under the M2 link road then being constructed. NA3T photo GM00346-Ad2.



# ERF's lightweight lugger

Trundling along at a steady pace, the Gardner powered ERF 'LV' 16-ton rigid was a reliable workhorse that delivered a generous payload day after day. **Mark Gredzinski** looks back at its working life.





Terence Finerty used a few of these LVs with a van body and this example was captured around 1988 I think. According to my notes I finished the 12-minute exposure at eight minutes past two in the morning. The recording on to film was so long as it was a black lorry in the gloom away from street lamps. Also, to get the best exposure with the cheap Russian camera I was using, the lens had to be set at an aperture of F11 (which, simply put, is a small hole to let the available light in) to get the most out of the shot.

It was not the fastest machine on the road and in fact could rather unkindly be referred to as something of a plodder. However, the 'LV' cabled ERF gave long service and could reliably get the job done with potential mileage in the hundreds of thousands.

Though the LV was available in both tractor and rigid 6x4 or 8x4 form in higher weight ranges, for this feature it's worth an appreciation of the qualities concerning the 16-ton 4x2 rigid. These could still be seen in some number after most of the artic's had gone.

The dynamic LV range was introduced in 1962. Its predecessor was the KV (short for Klear Vue) which itself was something of a trendsetter when introduced in 1953. However, by the early 1960s, the split window and curved glass look was out of fashion somewhat and the new cab of its successor would be adorned with a large single pane and forward entry.

The cab was designed by Gerald Broadbent (originally from the coachbuilder Jennings and at the time the MD of Boalloy of Congleton) who called it the LV (which stood for Long Vue); and alongside the skills of chief engineer Ernest Sherratt, the LV range emerged to later become a winner.

It was a modern design that stood the test of time since the LV cab still looked fresh faced decades after its introduction. Initial versions had vertically mounted door handles and locks from Mk 10 Jaguars. Broadbent reasoned that these handles would be easier on the driver's wrists to get in the cab and also would not snag ropes that were thrown over the load.

Early models had a smooth front with a shallow radiator intake aperture while later versions had a larger grille, similar to the ERF A Series. However, these are not to be confused with the A Series itself. Though outwardly similar, the latter were tractors (bar a few rigid drawbar units) and sported a very different chassis.



Den's Transport Ltd was based in Wrexham and ran this LV together with B and C series ERFs plus a Cummins-powered Atkinson Borderer with a tag axle.



### USER FRIENDLY

Take-up for the LV was good throughout its life. One memorable early user was Showering's which owned the Babycham brand of sparkling perry drinks and backed its fleet of KVs with newer LVs from 16-ton rigids up to 32-ton artics. The smaller version was immortalised later in a die-cast model by Corgi.

The LV was also innovative with a complete one-piece glass fibre moulding of the cab and for the first time, a full width front exterior panel for access to radiator and ancillaries. The cab was continually developed throughout its life with big improvements to the interiors on the 1968 model line. These were the 5LV (forward entry) and 6LV (over wheel entry) cabs with a fresh one-piece black facia and a new panel which enabled easy access to parts of the electrical system.

Though Perkins engines could be fitted, it was the ubiquitous Gardner diesels that powered the majority and a quick look at the grille would often reveal the famous script badge and an indication of the capacity of the engine.



This is a pair of restored LVs at the premises of Richard Read in Longhope, Gloucestershire. The Read concern used to run a variety of LV units, but at the time mostly E Series ERF tractors, in its sizeable fleet. It was a cold December afternoon when this shot was taken, hence the ice on the windscreens.

Bostocks of Congleton used to run this LV with 6LXB Gardner 180 power in conjunction with a pair of flatbed Atkinsons. One of the latter looked like a Searcher but was in fact a 4x2 with a tag axle and tautliner body.



This 1971 showman's van-bodied example is badged to indicate that it was Gardner Turbo powered, but somehow the likelihood of it sporting a 350bhp 6LYT was remote.



Formerly belonging to Beresford Transport of Stoke, this 1970 54G model with 5LV/L cab belonged to KJG Haulage of Fenton and was captured on the ring road in Walsall.



This 1972 LV was unusual in that it carried a large Hiab crane on the back that somewhat dwarfed the flatbed area. It was travelling southbound on the M6 around 1989.



This 1970 livestock bodied LV was run by J Mapplebeck and was pictured on a main road into Ripon in North Yorkshire sometime around 1984. Note the price of fuel!



Based in Stockport and then in Ardwick, Manchester, WR Wilson used to run 4- and 6-wheeler ERFs out to East Anglia a lot and this probably 5LW Gardner-powered example was captured on the M6 around 1989.



A Rose of Newark ran this 16-ton flat and it's seen here on the M6 in the Midlands. Rose used to run Leyland Buffaloes and latterly ERF C and E Series units together with DAF 85 and 75 models.



Pidduck and Beardmore Ltd was the operator of this 1973 LV seen here coming off the M6 at Junction 10. Steel stockholders of Longport, Stoke-on Trent, the company used to run an S80 Foden 4x2 flat as well.



This roped and sheeted LV flat was captured on the M5 near West Bromwich sometime in the late 1980s. I'm not sure where the operator, RJ Brigham, was based.



Based in Walsall, Salts Haulage specialised in scrap metal and this 5LW powered example had what looked like a new dropside on. The company used to run a Guy Big J4 tipper and Big J6 skip lorry together with a Foden S80 and Seddon Atkinson 400 eight leggers.

Typical was the Gardner 100 or 5LW, a five-cylinder 6970cc diesel that produced 94bhp. Also offered was the 6LW 120, an 8.4 litre six-cylinder unit which gave 112bhp at 1700rpm, and the 8LW 150 11160cc with 150bhp as indicated by the badge. At around 20bhp per pot, the Gardners had a lovely slightly uneven purr at tickover though at start-up they were somewhat smoky in the yard!

On the LV, the chassis was tapered in two steps towards the rear on longer wheelbase

models, thus reducing excess weight on the frame. This, coupled with the glass fibre cab and the Gardner engine which was lighter than many rival powerplants, made for a nimble lorry, meaning that of its overall 16 tons, a generous 10 plus tons could be carried. And with the economy of the Gardner 100 engine as an example, which weighed just over half a ton, an LV 54G could reputedly return around 15mpg fully loaded which is really sipping diesel.

With around a 55mph top end speed, the

LV was never a speed machine but the brakes being quite decent and its enviable long life were admirable qualities. The LV soldiered on in the ERF portfolio until the introduction of the B Series but in that range the true successor to the LVs pictured here was the lighter M Series which we'll look at later.

There's a lot to be said for the operating factors of the LV and in a more modern form, a simple, reliable design like this would be an asset to any haulage company.



The well-known Shirley's Transport of Cellarhead, Stoke-on-Trent, has majored on tanker transport since the 1960s and ran a few LVs in both tractor and 8-legger form before moving on to Volvos and Scania's. This immaculate 6LXB flatbed example was undergoing some maintenance over a pit at the firm's premises.



Bradleys of Darlington ran this 6LW Gardner-powered LV. It was run in conjunction with a Scania 81 and an ERF B Series 6x4 and both were on flatbed work. This was captured on a regular run in north Birmingham.



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# Wet whit for AEC

Words & photographs: Bob Tuck

**I**t's something of a lottery when you organise a road run or rally because who knows what the fickle British weather will be like. Two years ago when last we visited the huge AEC Centenary Gathering at the Newark showground on the late May bank holiday weekend, we almost suffered from sunstroke – it was glorious. Fast forward to the same weekend in 2014 and the weather couldn't have been more different as the Saturday morning saw deluge aplenty.

It's easy for observers like us to sit in the car and perhaps poke the camera lens out of

the slightly open window to snap the incoming motors splashing their way onto site. And it's to the event entrants that we take our cap off and say many thanks for making the effort.

Obviously the AEC event organisers in the guise of Howard Berry, David Hopkins and Marty Kilby – plus their team of helpers – put a huge amount of effort into putting this event together. However, no event could occur without vehicle owners pitching up with their motors. And for 2014, this meant braving the elements to make it to Newark.



## BOMBER ROAD RUN

Although it's bannered as the AEC Society Rally, entry is thrown open to all marques. The main rally day for this bash is said to be the Sunday but the rally field is open from the Saturday morning. As lovers of seeing motors in action, we have always opted to visit on the Saturday as that's when the Bomber Road Run is held.

Not surprisingly for this year, not everyone who was there ventured out into the heavy downpour to make the trip out to Caenby Corner cafe and back. It was good to see good mate Steve Mayle with his superb Westfield AEC Mandator ballast box tractor drive down the access road. True, he'd left his massive loaded Westfield drawbar trailer at home but I still had a twinge of envy when his son John was later at the AEC's wheel for the run round the Lincolnshire countryside. Two years ago, I'd been sat in that hot seat and what a great time I had.





### HOSPITALITY

Regular event attendees are used to the varying weather so no surprise how many now come with self-contained accommodation / hospitality suites. The huge ERF club trailer is bigger than most but we have to thank the McGovern team in general – and Roberta and Susan in particular – for extending the hand of hospitality to this wandering soul. Never has a mug of tea and a ham sandwich tasted quite so good.

Led by Danny Lynch, the McGovern crew put a huge amount of effort into supporting all manner of shows and they were to bring seven different motors all the way from north London to the AEC gathering. It may not have been in their own colours, but saving the day for me was their Thames Trader furniture van which proved an idea shelter from the rain. Because of that, I could award it my vote for being best in show, but instead, that goes to a silky quick, McGovern import. You'll have to keep reading future issues of HC to see what that is but rest assured you won't be disappointed.

As it turned out, the weather on the Sunday proved a lot dryer – and sunnier. This just goes to show that even deciding which day to go to an event can be something of a lottery.



# READY FOR ANYTHING



Preserved Bedford RL 3-tonner pictured in 2003. PHOTO ALAN BARNES.

With the company having supplied the military with a range of vehicles during the Second World War, and also having experienced considerable postwar success with the launch of the S Type, it was hardly surprising that Vauxhall Motors Ltd responded positively to requests from the Ministry of Supply to design new vehicles suitable for military use.

**Words:** Alan Barnes **Photography:** Vauxhall Heritage Archives/As stated





Rolls-Royce was among the civilian operators of the R Type.



A short wheelbase R Type with dumper body used by Fletcher Construction.

**W**ith Britain involved in the conflict in Korea, the development of new vehicles for the British Army was becoming something of a priority.

Vauxhall Motors had been asked to design and develop a 6x6 designated the FV1300 series, but this vehicle did not go beyond the prototype stage. What was needed was a successor to the Bedford QL, a vehicle that had delivered sterling service in a variety of roles during the war. The company's response was to produce a range of models which were largely developed from the types being introduced into the civilian commercial market and one of the most successful designs was the R-Type, which entered production in 1952.

The new R-Type was based on the S Type and was very similar in design, although it combined elements of the four-wheel drive transmission used on the wartime QL. The vehicle inherited the distinctive cab from the S-Type and was also powered by the same 300cu in petrol engine. To allow sufficient clearance for the driven front axle the frame was raised and the result was a vehicle which looked, to all intents and purposes, like a tall S type.

However, the proportions were not displeasing to the eye and the heavy tread military tyres helped to balance the look of the vehicle.

There were, however, more changes made to the design than immediately met the eye. The chassis frame side members had been reduced in length at the rear end and one of the five rivetted cross members was used to provide support for the transfer box.

Large single tyres were fitted on all wheels, and to keep the turning circle down to 60ft the front track was increased, and consequently the width of the rear axle was increased by 6in to retain the correct alignment of the front and rear wheels. Both the front and rear axle incorporated a standard hypoid gear, with the drive assembly being turned, bringing the pinion above the centre of the axle. Fully enclosed Tracta universal joints were used in the drive for the front wheels and the front axle housing was an assembly using a cast-iron differential with pressed-in tubular extensions.

The front suspension featured a wind-up plate, located just behind the main leaf, which was designed to prevent the axle nose lifting excessively under harsh braking. The left side spring seat was cast integrally with the

differential carrier, but the spring seat on the other side was welded to the top of the tubular extension. As the vehicle was designed to cope with rugged cross-country terrain a new design of spring was fitted to both front and rear axles and double-acting shock absorbers were also fitted. A heavy section cover fitted over the front face, which protected the hypoid gear. By raising the frame by some 7in (when compared to the two-wheel drive version), adequate clearance was maintained between the front axle drive and the bottom of the engine.

To power the new R-Type the company elected to use its 300cu in six-cylinder petrol engine, which developed 110bhp at 3200rpm. The single-plate 12in-diameter clutch took the drive to a four-speed gearbox, which had synchromesh on second, third and top gears. A two-shaft transfer box was used and this had a straight-through drive to the rear axle for two-wheel drive and a 2:1 reduction for four-wheel drive. There were three prop shafts, each having two Hardy Spicer needle roller-bearing universal joints with each shaft incorporating a sliding joint. Compressed air for the Clayton Dewandre servo system was delivered by a two-cylinder compressor driven



BICC Ltd diesel engine RL undergoing testing. PHOTO STILLTIME ARCHIVE.



Works picture showing chassis detail.



RL under test. Note frame/body flex.

by twin V-belts from the front of the engine. The engine was mounted between and underneath the seats, but like the S-Type could be accessed and removed by taking off the front grille and removing the cross bearer which supported the engine.

### MOVING INSIDE

Inside the cab the top of the engine was housed under a large pressed steel cover, which was double skinned and allowed air to pass through. This reduced the heat from the engine during warm weather and yet the cab remained comfortably warm during the winter, despite the lack of a heater. To improve airflow in the cab when the weather was hot the windscreen could be opened and the cover removed from the roof cupola.

The cab interior could best be described as basic, especially when compared with some of the other military spec vehicles produced by AEC and Leyland. Pressed steel was used for the inside panels and the dash, which was

fitted with standard civilian instruments, gave an 'austerity' feel to the interior. However, the curved backrest to the seat could be adjusted by the driver into a position that he or she found most comfortable. It was the view of many drivers that the R-Type cab was not the easiest of cabs to get in and out of, especially when a hurried exit was called for.

Published performance details for the new R Type – which entered full production in 1952 – gave a maximum road speed of 52.5mph, acceleration of 0-40 in 54.5 seconds, fuel consumption in average road conditions of 10mpg, oil consumption rate of 1500-2000mpg, emergency braking distance of 20ft from 20mph, and the ability to stop and start on gradients greater than 1-in-4.

The specification for British military use included the fitting of an observation hatch in the roof of the two-door all-steel cab. The vehicle variants were listed as the FV13101 and FV13109, without dropsides; the FV13105 and FV13112, with dropsides; and the FV13143, which was a left-hand drive version without dropsides. Originally rated as a three-tonner – a reference to the cross-country payload – the vehicles in British military service were later re-rated as four-tonners, but no modifications to the actual vehicle were involved in this change.

Commercial Motor put the R-Type through its paces towards the end of 1952 when the selected vehicle tackled some of the cross-country terrain at one of the military test areas at Farnborough. The Bedford acquitted itself very well; "tackling the Farnborough gradients with zeal and taking the 1-in-2 concrete slope in good style but it met its master in the smooth round pebbles on the steepest loose surfaced gradient."

It was also noted that "Performance on steep hills is improved by the weight distribution, almost half the total load being imposed on the front tyres. When climbing gradients a great deal of weight is transferred

to the rear axle and should there be insufficient load on the front tyres the vehicle is likely to dig in at the front on a loose surface, thus causing wheel spin. At the same time too much weight at the front is a disadvantage when crossing soft, windblown sand. Neither of these eventualities is likely to befall the Bedford unless it is grossly overloaded or the weight is poorly distributed."

The report on the test at Farnborough concluded that "The vehicle can exceed 50mph and can travel at speed without steering or braking difficulties. I consider the designers have been most successful in building a high performance four-wheel drive chassis at low cost, using parts common to the conventional road vehicle."

### RANGE OF VARIANTS

Initially the new R-Type was produced with three different body types – a cargo carrier fitted with a canvas superstructure, a load carrier fitted with a winch, and a battery charging body. However, the chassis lent itself to a much wider range of applications and as far as military use was concerned these ranged from the standard troop carrying canvas bodied truck through to more specialised uses such as tankers and rocket launchers. Other specialised military versions included mobile workshops, canteens, communications and radio vans, and cable layers. The R-Type became the standard 4x4 truck for the British military and during the 1950s it was often remarked that while not everyone in the Army had driven one of the R-Types they had all ridden in one during their military service.

The basic RLH chassis with a 13ft wheelbase was sold in large numbers to armed forces in various parts of the world and it became the standard 4x4 3-tonner for the British Army. For the civilian market a diesel engined version was introduced in 1957 and a shorter 11ft wheelbase version became



The British Army used the R Type in many different guises, including as a 'Blue Water' rocket launcher. PHOTO STILLTIME ARCHIVE.

The vehicle was popular with armed forces all over the world. These lorries were owned by the Moroccan army.



available in 1961 and this proved to be popular with civilian operators. The R-Type was available in both left- and right-hand drive versions, with the latter vehicles built to Ministry of Supply specifications which called for compressed air assisted hydraulic brakes and with connections at the rear for operating the brakes on a trailer. The left-hand drive version was fitted with a standard vacuum servo hydraulic brake system operating on all four wheels.

Having introduced the military version at the end of 1952 hardly a year had passed before the company made the model available on the civilian market where it immediately became popular for construction and site work. Specially adapted R-Type tankers were used by Shell Mex and BP Ltd to supply the fuel and other lubricants needed while the Maidstone bypass was being constructed. They were also employed on other major road construction projects and the tankers were fitted with their own pumping and metering equipment and the tank could hold 950 gallons of diesel oil, petrol or lubricating oil.

Arguably the most famous application of the R-Type chassis was as a fire appliance, using the RLHZ chassis to produce a vehicle which became better known as the 'Green Goddess'. The first of these fire appliances were built in 1953 using a variant of the S-Type chassis, the SHZ, and which were essentially road going vehicles on conventional tyres and lacking front-wheel drive. When the four-wheel drive R-Type chassis became available the decision was made to standardise future production using the new 4x4 chassis and these appliances remained in production until 1956. They were fitted with a Sigmund 900 gallon per minute pump and on board tanks could hold 400 gallons of water. Additional equipment included 1800 feet of hose and a 35ft extension ladder.

Although technically the Green Goddess vehicles were owned by the Home Office almost the entire run of vehicles was attached to the Auxiliary Fire Service to provide back up during major emergencies. The Army Fire Service also bought a number of the vehicles and these were painted red. Although considered old and slow when compared with more modern fire-fighting appliances the 'mothballed' fleet of Green Goddess vehicles did see service during industrial disputes in the 1970s and 1980s and proved themselves to be remarkably effective machines. The 'reserve' fleet of appliances also saw service during the national fireman's dispute in 2003 with towns all over the UK seeing the veteran Bedfords stationed at various strategic points. In March 2004 the Government held a test sale of 40 appliances from the fleet of reserve vehicles and the following year the remainder of the fleet was also sold. A good number of these went overseas for use in developing countries but with the vehicles having a history of being well maintained and with most of the vehicles having very low operation mileages it is not surprising that some have found their way into preservation.

## OIL BURNERS

In the early 1950s there were few diesel engined medium range four-wheel drive trucks in use in the UK and for off-road and site work most of the operators preferred a vehicle with a high revving petrol engine. In 1954 Vauxhall Motors assisted with the conversion work carried out by British Insulated Callender Construction Co Ltd in fitting a Perkins R6 diesel engine into a R Type 3-tonner. It would seem that a standard Perkins conversion pack, supplied for converting the Bedford S-Type, was used and some additional minor modifications were also made to the R Type chassis and the engine. It was found that the R6 engine fitted quite neatly into the chassis frame without the need for modifying the transmission.

The modified R Type, which was fitted with a standard dropside body, was taken for trials at one of the Army testing grounds at Farnborough where it was put through its paces on some fairly inhospitable terrain. The conditions were wet and muddy but the R type excelled in dealing with the soft ground and pools of water that were to be found on the Tank testing range.



Perhaps the R Type's most famous variant – the Green Goddess fire appliance.

## Featured vehicle

Road tests were also carried out with the diesel engined R Type performing very well and according to the test report provided a 'pleasant drive'. In conclusion it was stated that apart from some minor criticisms "I was entirely satisfied with the vehicle and consider the conversion to be well worthwhile resulting as it does in a 50% saving in fuel without loss of performance."

In 1958 an uprated version of the R Type was announced with diesel engined versions including the option of having either Bedford's own 300cu in diesel unit or the Leyland 0.350 engine. The new version was also offered with the option of twin rear wheels with uprated rear axle and springs.

The R Type chassis was also used as the basis for what one correspondent referred to as an 'Off the peg' 4x4 tipper. This was announced in March 1961 and was claimed to cost some £500 less than its nearest competitor. The new vehicle was fitted with an all steel 5cu yd body made by Telehoist and was available with either petrol or diesel engines. The tipper was essentially a shortened version of the 13ft wheelbase R Type chassis with the vehicle having an 11ft wheelbase and twin rear wheels were fitted. The standard transmission included a two-speed transfer box giving direct drive when only the rear axle was driven and a reduction of 2:1 when the front-wheel drive was engaged and a PTO was also available on some models as an option. The Telehoist body had fixed sides and a cab guard with twin ram underfloor tipping gear.

The tipper versions of the R Type proved to be popular abroad with many exported to the Far East and for use in the oilfields of the Middle East. Orders included 56 for the Public Works Department of Kuching in Malaysia, 53 to the Athens Public Power Corporation and 54, which were fitted with Anthony 5cu yd tipper bodies, went to Papua and New Guinea. Oil companies operating the R Type included BP which used them in Libya, and Shell which sent them to Nigeria and Brunei.

Like the experimental BICC Perkins R Type conversion, the 4x4 tipper was also subjected to trials at the War Department's FVRDE testing range which certainly tested the



Several fuel and oil companies ran the type for on-site refuelling.

Bedford's ability to tackle extremes of gradient and ground conditions. The tests were pretty tough and the Bedford did not escape unscathed with the exhaust fracturing and the bumper coming loose when the bolts shook out on the paved suspension test track.

However, repairs were quickly completed and the testing of the tipper continued. The tipper was described as: "ploughing quite majestically through thick slippery mud" and "even when hub deep in mud the front-wheel drive made it comparatively easy to maintain a fixed course despite the deep ruts."

The test report concluded that "in view of its comparatively low price the Bedford RSH 4x4 tipper is a good bet for any operator who is having difficulty in getting a full day's work out of conventional 4x2 types. There is no suggestion of luxury about the vehicle, it is purely a working machine designed to give above average performance at the lowest possible initial running costs."

Rugged workhorse is probably the best description that could be applied to the R

Type 4x4 in any of its applications, whether military or civilian, and while drivers may have either loved or hated them it may be fair to say that there were not many who did not come to respect this tough customer.

Production of the R-Type came to an end in 1969 by which time a total of 73,135 vehicles had been built. The completion of the last of the vehicles to come off the production line was marked with due ceremony and a photocall, and rightfully so, as this 'clone' of the S Type had certainly proved to be a success for the company. The trucks used by the British Army saw a long service life and a number of RL types continued to be used well into the 1990s when they could still be seen working alongside the later Bedford MK and the TM models.

The use of pictures from the Vauxhall Heritage Archive and the Stilltime Collection is gratefully acknowledged and thanks are also due to Commercial Motor for allowing the use of extracts from various test reports.



The last R Type rolled off the production line in January 1970.



They're still out there waiting to be found! This E&M Redpath recovery vehicle was photographed near Wooler in April 2014. PHOTO ALAN BARNES.



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# A Great WAR Wagon



With 2014 marking the 100th anniversary of the outbreak of the First World War, many museums are steering public attention towards exhibits underlining this nationally important occasion – including the superb British Commercial Vehicle Museum in Leyland.

Words & Photography: Dave Bowers

**T**o mark the centenary, the BCVM has decided to make its Leyland RAF General Service lorry a star exhibit and has given it a careful refit, including the application of period British Army insignia.

This particular model of Leyland lorry served with great distinction during the First World War. Research has proved that the museum's example was delivered to the Royal Air Force in 1917. After the war it, together with many other Leyland lorries, was refurbished by Leyland at a special plant in Kingston-on-Thames. However, unlike the other refurbished examples, this particular lorry was retained by Leyland for display purposes, and was given a civilian registration in 1926.

Set against a First World War diorama, the Leyland RAF shares floor space at the BCVM museum with a massive Thornycroft artillery gun tractor and a few mannequins in period military uniforms.

The use of 'RAF' as this lorry's name

became well established later on in the war as so many were bought by the Royal Air Force, which was formed in 1917 combining the Royal Flying Corps and the Royal Naval Air Service. Therefore it is worth remembering this type of lorry also served with the British Army and the Royal Navy. The lorry's original designation was actually the Leyland U-type, but it was rarely referred to as such.

## THE WORLD IN 1914

Prior to the outbreak of the First World War in 1914, the British road haulage industry had already gained an appreciation of Leyland's best-selling lorry. Under a War Office Subsidy Scheme, civilian operators were encouraged to buy this model with the offer of an annual retainer being paid to them. Of course, acceptance meant that in the event of hostilities, the Government could then requisition these vehicles for war service at short notice. However, in truth, this action would have applied anyway in many cases; for

example, the requisitioning of the London B-type buses for troop transport, also thousands of horses and mules from all over the country.

Rated as the three-tonner Leyland after it was selected by the War Department in 1912 following extensive trials, the Leyland company did well on the back of repeat orders from the military, with almost 6000 vehicles being produced by the end of the war in 1918. The Government then had to decide what was to become of its huge stock of vehicles which were now surplus to requirements.

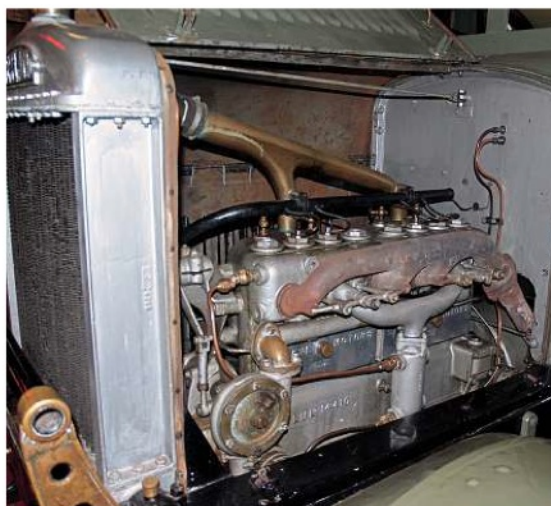
Perhaps suggesting the war-weary atmosphere of the times, the solution was to sell them all off. However, as many of these lorries were badly worn out or had been damaged, this proposal drew a strongly worded objection from the Leyland company. It reasoned that flooding the market with so many lorries would have put it out of business by totally suppressing the sales of new lorries. The impact of selling off all the war surplus stock at one go would no doubt



The museum's Leyland saw service with the RAF from 1917.



Bob Howell, one of the BCVM's team of volunteers who revitalised the Leyland RAF Type in time for the 100-year anniversary of the outbreak of the First World War.



The 6.5-litre petrol engine produces a lowly 36hp.



The driver's 'office'. He did get a water-cooled transmission brake though.

have caused problems for other lorry manufacturing firms as well.

Furthermore, the thought of patched-up Leyland RAF lorries taking to the road having only slightly benefited from rudimentary repair work was thought to undermine Leyland's established reputation as a quality vehicle manufacturer.

Fortunately an agreement was made which was agreeable to both the Government and the British lorry manufacturing industry as a whole. At the Government's suggestion, the Leyland company bought back the redundant stock of vehicles so these could be properly reconditioned to provide good service for civilian buyers.

### A FRESH START FOR TOMMY ATKIN

A spin-off of this decision was that many servicemen re-entering the job market after they were demobbed, found that road transport with an ex-WD Leyland offered the

opportunity of going into business on their own – or being able to take up a job with a newly formed haulage company. This favourable route into employment was one many servicemen wished to pursue after learning to drive during their time in the armed forces.

Leyland acquired suitable premises for the refurbishment work by taking over a former aircraft factory in Kingston-upon-Thames. Once the workshop was established, the first of approximately 3000 RAF Leylands passed through its doors, which were then sold to private buyers with a guarantee.

These reconditioned vehicles were then sold for £238, which compared very well to a new one that would have cost all of £800! The lorries were not just repaired, but were also improved; this included a conversion to pneumatic tyres. Such was the popularity of these ex-military Leylands that they became a common sight on Britain's roads through the 1920s and into the 1930s. In fact an RAF

Leyland lorry remained in service with the Waring and Gillows furniture firm until it was finally retired in 1950.

The history of the museum's example shows that after being used by the Leyland company as a display demonstrator, it was donated to the Imperial War Museum approximately 30 years ago. Now on permanent loan to the British Commercial Vehicle Museum, it has been necessary to carry out the sort of refurbishment similar to that it received when released from military service all those years ago.

Perhaps the above statement is not quite right, as Bob Howell, one of the BCVM's team of volunteers, faced different issues when it came to revitalising the engine which hadn't been run in decades.

Bob showed me round the Leyland 6.5-litre petrol engine, which comprises four cylinders divided between two cylinder block castings. This produces a lowly 36hp that is delivered through a four-forward speed 'crash' gearbox and cone clutch via the propshaft to the double-

drive reduction axle. As Bob observed with a touch of irony, the power output of this engine just about equates to that of a Reliant Robin!

However, he went on to describe it as “a superb engine” in terms of the quality and workmanship of the times. However, there was one problem: “We found a slight crack in the side of the first two cylinders that are in front of the cab,” said Bob, “so this was repaired. Once it was started again, which was achieved on a tow start within the vehicle’s own length, the engine ran beautifully. There’s so much brass under the bonnet, such as the Saunders cast water pump. It is an amazing vehicle of its time.”

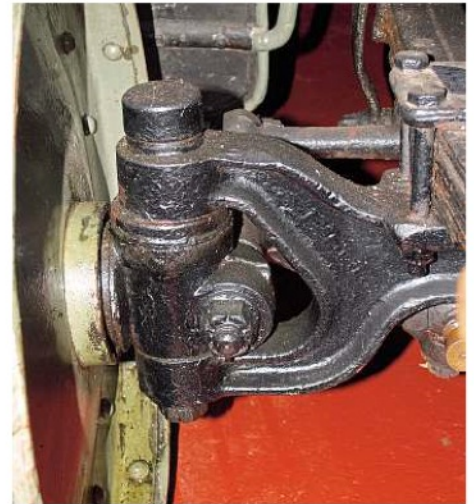
Bob went on to explain: “As the carburettor is so low down because it is gravity fed from the fuel tank, an awful amount of suction would be required to draw fuel when the engine is first started. For this reason, they added a petcock to the top of each cylinder so a small amount of petrol could be added when starting the engine which could then be fired and create enough suction to draw petrol up from the carburettor.”

Although the magneto was in generally good condition, the slip rings had to be repaired. A common problem that Bob has seen on other magnetos is damage to the shellac coating. This is caused by overheating due to the plug gaps being allowed to grow larger over time: the bigger the gap, the more heat is allowed to build up. This situation also occurred previously when the BCVM overhauled its ex-Carter Patterson X-type Leyland, as featured in the November 2012 edition of HC.

The Leyland engine ticks over at 150rpm, and 650rpm is full revs. From the gearing, Bob has calculated that this means the lorry has a top speed of 12mph.



The ‘spragg brake’ to prevent the vehicle running away backwards.



Over-engineering is the way it was done at Leyland back then!

I was invited to try out the clutch action after settling into the cab. From this experience I can say that anyone who drove a Leyland RAF type must have had muscles like a brewery dray horse!

Bob concluded the interview with the following observations: “We had to check and re-check to make sure everything was right and nothing was about to fall off. These lorries were so over-engineered. For example, the front wheels are held on by a single bolt, which has a hole through the centre for a retaining pin, which wasn’t that unusual. However, Leyland added a second retaining pin that securely holds the first retaining pin in position.”



Around 6000 of these Leylands saw service with all three British Armed Forces. PHOTO COURTESY BCVM.



**Museum details:**

British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE  
**Telephone:** 01772 451011  
**Website:** www.britishcommercialvehiclemuseum.com

Complete with First World War backdrop, the Leyland is now on display at the BCVM.





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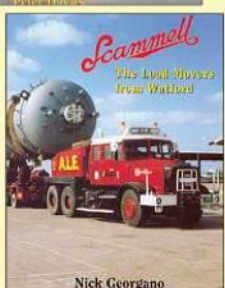
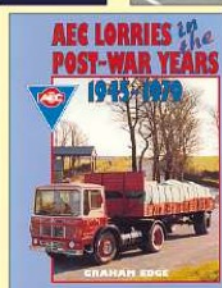
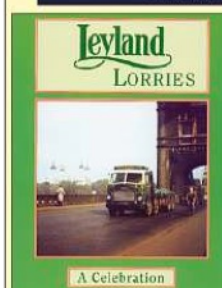
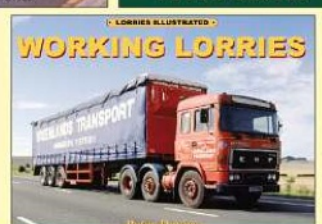
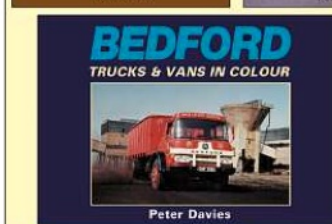
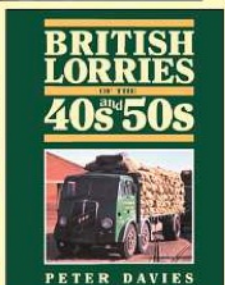
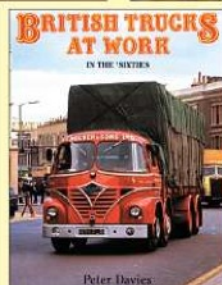
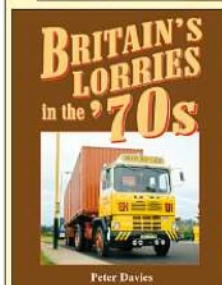
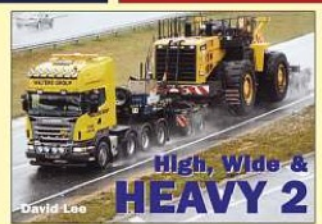
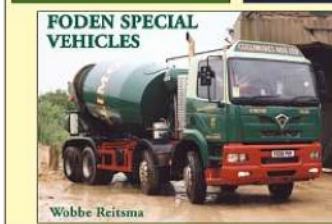
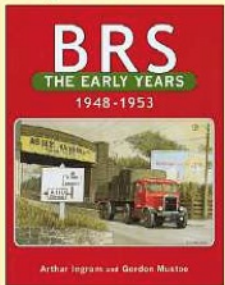
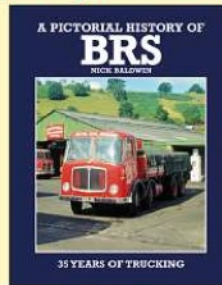
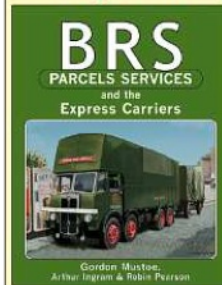
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Brothers Andrew and Simon Mills took 20 months to restore the Morris in time for the 60th anniversary celebrations for the Minor LCV.

# A PEDIGREE PICK-UP

Think Morris Minor commercials are two a penny? Well here's one that certainly isn't, as it's one of only 49 pick-ups made at MG's Abingdon works.

**Words:** Alan Barnes **Photography:**  
Alan Barnes/Andrew Mills



# UP

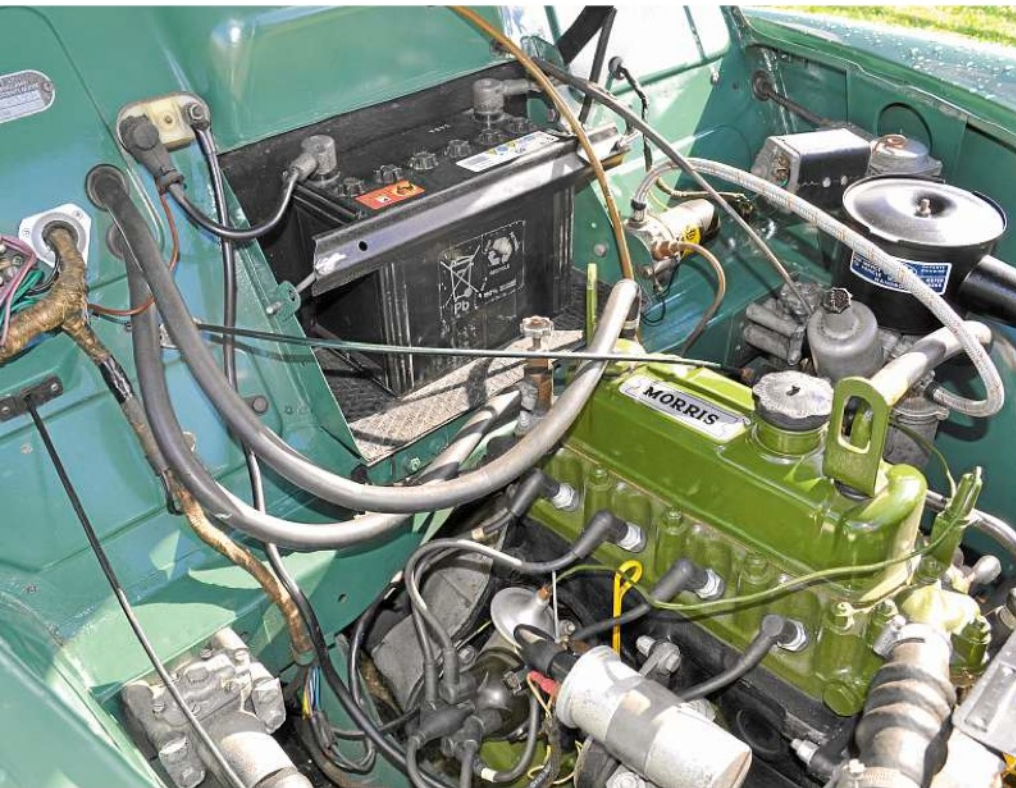
**D**espite the inconvenience of a rather heavy early morning shower, it was not long before the skies cleared and the sun shone on the fine array of Morris Minor vans on display at the Laughton Country Show held last September.

Among those on show was a rather splendid example of the Morris 5cwt pick-up which had been recently restored by Andrew Mills and his brother Simon from Heathfield in Sussex. With 2013 being the 60th anniversary year of the introduction of the 5cwt van and pick-up it seemed appropriate to add a few 'snaps' of this well presented vehicle to my collection and fortunately Andrew was only too happy to pose the vehicle in a quiet corner of the rally field.

One of the most distinctive and popular saloon cars ever produced in this country was the Morris Minor which the company brought to the market in 1948. The new car, an innovative design by Alec Issigonis, immediately captured the public's imagination and sold in large numbers. However, with the company involved with the development of other models including the Morris Oxford and the Morris 6 it was to be some time before any progress was made with the development of the commercial version of the Morris Minor.

A prototype van designated as the EX/SMV/169 underwent trials as early as 1949 as part of a plan to replace the Morris Z type which although a successful model was now regarded by many as being rather dated. One of the company's main customers, the GPO, bought large numbers of the Z Type and any new van would therefore have to satisfy the requirements of this major customer. The basic requirement was for a 5cwt van which was economical to run and also thoroughly reliable.

Despite the almost guaranteed sales to the GPO if Morris could come up with the right vehicle, the development continued rather slowly with further prototypes being produced and designs for both a light van and a pick-up bodied version being worked on at the same time. The company was also under some financial restrictions and with perceived demand for a half ton van, resources were applied to the design and



Now powered by a later 1098cc version of the Minor engine, the pick-up would have originally have been fitted with the smaller 948cc lump.



Sam the terrier keeps an eye on Andrew and the Morris.



The canvas tilt was an optional extra on the pick-ups.

production of a larger van which was based on the Morris Oxford MO saloon. The 10cwt models came to the market in 1950 and in fairness the new larger van sold well especially in the overseas markets.

### LIGHTWEIGHT DEVELOPMENT

With the production line for the half ton van established attention once again turned to the development of the 5cwt van although the work continued to proceed quite slowly. A factor during this period must have been the merger of Morris with the Austin Motor Company and the subsequent formation of the British Motor Corporation. The design for the new 5cwt was based around the Morris Minor chassis combined with the Austin 803cc engine, although later models featured the 948cc overhead valve engine.

Advertised as the 'World's biggest small van' the new 5cwt Morris LCV came to the market in 1953 and as well as being enthusiastically received by the motoring press it was soon selling in large numbers, and the GPO was ordering vans built to its own particular specifications. The company may have taken its time bringing the commercial version of the Morris Minor to the market but some may view the delay as time well spent.

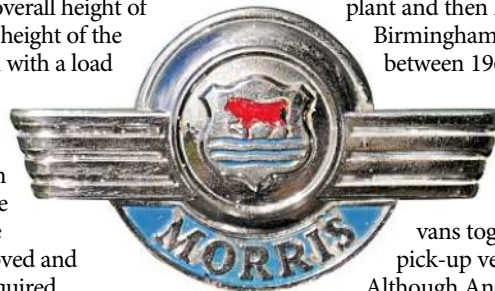
Upon the launch the company offered a whole range of packages with complete vans, pick-up version and chassis/cab options available from the outset. Popular at home and overseas, the Morris Minor LCV would continue in production in the UK until 1971 and even today some well maintained and restored vehicles are still

being used by businesses to promote their products and services.

Like the rest of the LCV range, the pick-up was powered initially by the 803cc engine and later by the 948cc unit with a four-speed gearbox with synchromesh on the three higher gears. The sturdy box section chassis frame had a built-in front unit comprising the front wing valences, bulkhead, scuttle, windscreen frame, door 'B' post and cab roof which formed the basic vehicle.

The pick-up body was available as standard but the waterproof canvas tilt was an optional extra. The overall height of the cab was 5ft ¾in, height of the pick-up body 3ft 6in with a load height of 1ft 10¾in. The canvas tilt was supported on steel hoops which fitted into slots in the body sides and these could be easily removed and stowed when not required.

The Morris featured independent front suspension with long torsion bars and hydraulic piston-type shock absorbers. The semi elliptic rear springs were controlled by telescopic hydraulic shock absorbers with an anti sway mounting. The rack and pinion steering with direct linkage to steering arms on swivel pins provided extremely light and accurate steering. Dash instrumentation was straightforward and included speedometer, fuel gauge, oil pressure warning light while there were switches below the speedometer for ignition, starter, mixture control, windscreen wiper and lights.



### MARKETING THE MINOR

According to the brochure the new Morris Pick-up; "Brings better business for farmers, builders and nurserymen, for those with a job for a tough little runabout. The all steel pick-up body is first and foremost designed for strength and durability. The pressed steel sides and tailboard are reinforced with heavy gauge welded channel sections and for ease of loading the tailboard drops down and is checked in the horizontal position."

Although the vast majority of the vans and pick-ups were built firstly at the Cowley plant and then later at Adderley Park in Birmingham, there was a brief period between 1960 and 1963 when some were built at the MG plant at Abingdon. During this time records would seem to indicate that some 9147 vans together with a further 49 pick-up versions were produced.

Although Andrew did not know it when he bought the pick-up for restoration it was discovered later that the vehicle was one of the very few which were built at Abingdon.

I asked Andrew how he came to add the pick-up to his collection. "Simon and I were looking for a Morris Pick-up to go with our collection of GPO Morris vans and as luck would have it we found one being advertised not too far from home," he said.

"It was a 1963 model in Almond Green and with a good chassis but the bodywork was in rather poor condition, although the tilt itself was pretty sound. It looked sound enough and a deal was agreed and we drove it back home,



## Restoration – all the usual problems!



although during that run the engine did sound a little on the rough side.

“Once back at home we spent some time tinkering with the engine, adjusting the points and the timing, and after a while the engine was running much more smoothly. At that stage we had thought that we would just tidy the vehicle up a little and get it through its MoT and use it more or less in the condition it was. However a closer inspection of the bodywork revealed that the rust was worse than we thought and so we decided to give the Morris the full works.

“The floors had been patched and welded at some time in the past but the standard of workmanship was not that good and so off came the tub and we began work cutting out all the panels on the tub and replacing them with a mix of new and fabricated panels with most of the work being done by Gordon, our ace welder. We managed to retain the original wheel arches, carefully fitting and welding the surrounding panels into place.

“Luckily for anyone restoring these Morris vans and pick-ups, new panels can be obtained and we sourced most of what we required through East Sussex Minors in Stonegate. The old metal on the cab floors was cut away and new metal was cut, shaped and welded into place. The inner wings were also replaced and we had to take great care with our measuring and making sure the new parts fitted correctly. We didn’t have the benefit of a Morris production line stamping out the parts for us!”

### MORE METALWORK

“During the work on the body and cab we replaced the near side front wings, both of

As usual with the restoration of a 1960s lightweight, bodywork was the major task. It helps that replacement panels for Minors are still readily available.



The pick-up still has its supplying dealer sticker on the dashboard – Kensley Vale Garage of Launceston, a Morris and Wolseley dealership.



the front inner wings, the lower outer panels of both doors, both side cab half floors, the top of cab rear panel, the tub floor and we also replaced the rear inner and outer cross members as the originals were in a pretty poor state.

“With the tub repaired it was fitted back on to the chassis and probably one of the most difficult aspects of the whole restoration was making sure that all the panels lined up, especially when the cab doors were closed.

“With all the rusted areas dealt with, the long and fairly tedious task of prepping the body began and several months were spent on grinding, filling and sanding to obtain the best possible finish on the bodywork. Time spent at this stage is very well spent and there is really no point in applying paint to a below standard surface. The work may be dusty and rather boring but you just have to convince yourself that the end result will be well worth it.

“Eventually we were happy with the state of the bodywork and after a thorough clean three coats of filler primer were applied and flattened back to a smooth finish, and then on went three coats of BMC Almond Green to achieve a hard wearing finish. The underside was then painted black and then sprayed with Waxoyl to give some additional protection.

He said most of the interior of the pick-up was original, including the roof lining, which was thoroughly cleaned.

“On the other hand the carpets were not too good but fortunately we managed to find a new set without too much trouble, and a search on eBay resulted in the discovery of two replacement pick-up seats which once cleaned were fitted into the cab,” he said.

“We had already tinkered with the engine, which by the way is not the original. When built the pick-up would probably have had the 948cc engine but at some time in the vehicle’s life the larger, more powerful and much better performing 1098cc engine had been fitted. There was not a lot wrong with the engine and we gave it a thorough service and just to be on the safe side fitted a new water pump and dynamo.

“Other mechanical work included the removal of the rear axle casing which had badly rusted and replacing with a good second-hand unit. We also replaced all the wheel cylinders, brake pipes and the brake

*“The vast majority of the vans and pick-ups were built at the Cowley plant and Adderley Park in Birmingham, but there was a brief period between 1960 and 1963 when some were built at the MG plant”*



shoes and the steering joints were replaced. The rear light clusters were replaced and almost all the chrome parts were too far gone to be worth repairing and going to the expense of rechroming so they were replaced with ‘new’ old stock parts.”

It was then a case of the final ‘fettling’ – refitting chrome parts, cleaning and refitting the glass, sorting out the electrics and wiring, finishing the cab interior and cleaning and refitting the canvas tilt.

“With those one hundred and one ‘little jobs’ finished the Morris was taken for its MoT which it passed without a problem,” said Andrew.

“The pick-up made its show debut at the Ardingly Rally in July 2013 and this was followed by its appearance at the Laughton Country Show in September. Unfortunately, we do not know much about the vehicle’s history other than that it was first registered on January 2, 1963, and was supplied through

Kensley Vale Garage in Launceston in Cornwall – its transfer is still on the dashboard.

“The current registration is not the original and we assume that the old plate, 380 RAF, was sold by a previous owner, which is rather a pity. It was Ken Bennett who researched details of the pick-up and identified it as being one of those produced at the MG Plant in Abingdon, which does make it something of a rarity, which is very pleasing.

“We bought the vehicle nearly three years ago and the whole restoration took us 20 months from start to finish and Simon and I are really pleased with the way the Morris has turned out. It is also nice to get it finished in what is a double anniversary year as it is 60 years since the model was launched and 50 years since this one was built.”

My thanks to Andrew for providing the details of the restoration and also to the Terrier Sam, for his patience while we photographed the Morris at the Laughton Show.



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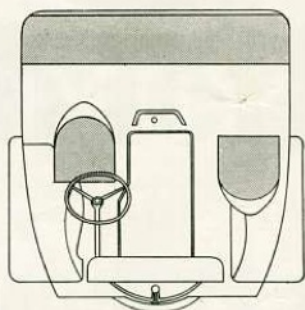
*The*

# Bedford

*10 cubic yard*

**REFUSE WAGON**





This Neville Crew Cab has been specially designed for refuse collection work. Wide doors on both sides give easy access; comfortable bucket-type seats are provided for driver and foreman and a full-width, well-upholstered seat will accommodate up to four loaders. There is thus plenty of room, all-weather protection and real comfort for a driver and four or five loaders.

The Neville Crew Cab is built in two sections. The upper section is hinged at the front so that it can be swung forward on supports to expose the engine for servicing, as shown in the illustration on the right. (This illustration, incidentally, also serves to show the comfortable accommodation for all the crew.) In less than five minutes the cab can be swung forward, permitting on-the-spot servicing of the engine or removal for overhaul. The conversion of controls to forward drive position is similar to that employed on the well-proved Neville conversion for Bedford goods chassis.

## The New Neville Forward Drive Crew Cab gives comfortable space for driver and 4-5 loaders

*and a readily accessible engine*



This month's archive brochure comes from my own collection of odd and unusual vehicles and features the 1951 Bedford 10 cubic yard refuse wagon. I love the tilting crew cab and the body options which include a 400 gallon 'night soil' tank. Anyway, did you have anything to do with these vehicles? If so please write in and tell us about them.



*Tipping gear on the 10 cu. yd. model is operated from the cab. A tipping angle of approx. 45° ensures ease of unloading.*

# Specification of the Bedford 10 cubic yard side loading Refuse Wagon

This 10 cubic yard side-loading Refuse Wagon is mounted on the Bedford 4 ton long wheelbase chassis.

A special feature of the design of the body is the use of stream-lined wheel arches which ensure a low loading line (approximately 4' 6"). The forward section of the stream-lined wheel arch is extended and shaped so that it offers no obstruction when tipping. This design permits a clean tip with the stickiest load. The Neville Crew Cab gives comfortable room for a driver and four to five loaders with excellent accessibility.

**BODY:** All steel construction, electrically welded and riveted. The front and sides are fixed and are made from 12-gauge steel sheets. Framed with rolled steel angle sections. The floor is constructed of  $\frac{3}{8}$ " thick steel plates strongly supported by the steel sub-frame. This is constructed of rolled steel channel longitudinals and angle cross members. The bottom corners of the body are radiused to prevent refuse sticking and to give a clean discharge of the load.

To ensure the low loading line of approximately 4' 6" stream-lined wheel arches are incorporated, which offer no obstruction when tipping. A heavy rubber bumper bar is fitted to the top of the sides to prevent damage to bins.

The tail door is hinged in two halves to fold flat against the body sides when tipping, the

doors being locked with a central slide type locking gear.

**COVERS:** Metal sliding covers in four sections each side, of the "Easy-slide" clip type.

**TIPPING GEAR:** Power operated hydraulic end tipping gear, front telescopic type, giving an angle of tip of approximately 45 degrees. The oil pump is driven from the power take-off of the chassis. The gear can be operated from the driver's cab.

**CREW CAB:** Special Neville forward drive crew cab. Wide doors with winding windows. Bucket type seats for driver and foreman. Full width upholstered seat for four loaders. Top section of cab hinged at front and secured by readily detachable nuts at sides and rear. Top section can be hinged forward to expose engine for servicing.

#### OPTIONAL EQUIPMENT

**COMPLETELY DETACHABLE** refuse body top, so that vehicle can be used as an ordinary lorry when required, available at extra cost.  
**400 GALLONS NIGHT SOIL TANK** available at extra cost.

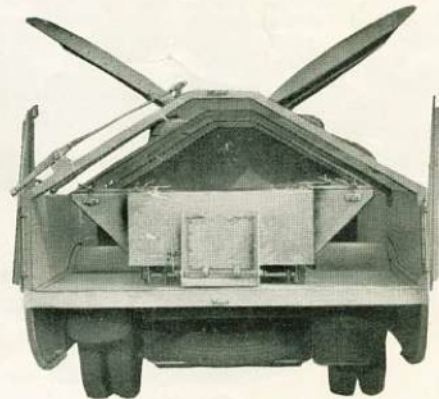
#### WOODEN BODY OPTIONS

This vehicle is also available with:  
 (1) A wooden body and metal sliding covers, or  
 (2) Wooden body with canvas covers in place of metal covers, or  
 (3) Wooden body with canvas covers and ridge pole in place of steel superstructure.  
 Steel lining of the front, sides and tail door is also available for these wooden body options.

#### 400 GALLONS CAPACITY NIGHTSOIL TANK

available at extra charge

Suitable for riding inside the 7½ yd. or 10 yd. Eagle refuse body. Constructed of galvanised steel plate, rear end of tank fitted with a discharge chute. Filling orifices are fitted at the rear each side of the tank, to correspond with the last section of the refuse body covers on each side. Underside of tank fitted with angles and small wheels to facilitate rolling into the body. The tank left galvanised but all ironwork painted black. Locating irons also provided for fitting into the refuse body.



## Bedford 7½ cubic yard Side Loading Refuse Wagon WITH NEVILLE FORWARD DRIVE CAB AND EAGLE BODY

This 7½ cubic yard Bedford Refuse Wagon has been specially developed to give the maximum manoeuvrability in awkward entries and alley ways. It is mounted on the Bedford 4 ton short wheelbase chassis and with Neville Forward Drive Conversion the overall length is reduced to 16' 4½". Except for the reduction in length and capacity, the specification of the Eagle body is similar to that of the 10 cubic yard body shown overleaf, and the same optional equipment is available. The Neville cab is hinged to expose the engine, but there are seats for driver and one man only.

Hand lever operated shutters available at extra charge.

The right is reserved to alter any details of price, specifications or equipment without notice.

VAUXHALL MOTORS LIMITED, LUTON, BEDS.



# LAST OF THE FIRST

During the late 1950s, ERF was to build four special heavy haulers – the UK nuclear industry's first flask carriers. Thanks to the efforts of current custodian John Thomas (and previously Peter Hannah) the last of those first four is still on the Nuclear Industry's books. **Bob Tuck** catches up with a heavy haulage classic enjoying retirement, although he reckons it could still do the job it was made for.

Words: Bob Tuck Photography: Bob Tuck/As stated



Supplied in 1960, 2968 SM stayed on as a stand-by vehicle for British Nuclear Fuels Ltd until 1990.

**W**e hear the remark time and again: “We used to run motors like that in the good old days. I wish we’d hung on to them. It would have been great to have seen one restored back to ‘as new’ condition.”

Our heritage is precious and we let go of it at our peril. The problem is that it isn’t always practical to hang on to every item of history which passes through our hands, especially when things are on the change so much.

So, it’s all the more encouraging hearing from Pete Tandy, of the upper management tiers of the Nuclear Decommissioning Authority (NDA), that one slice of the industry’s heritage – a 1960 ERF six-wheeled heavy hauler – should be kept. The problem, of course, with any huge organisation is that ideally you need one individual to be given custody of such a vehicle. That person would need to have a strong affinity with their charge and also be prepared to give up their free time to keep its wheels turning. The NDA has been fortunate in that respect because within their ranks, they have had two such guys who held such a suitable passion.

When the ERF, 2968 SM, was officially retired from its stand-by role in 1990 and first restored, it was to be Peter Hannah who took over the ‘job’ of looking after this old girl. While, since about 1997, it has been John Thomas who has been the custodian/driver of a slice of Scottish/West Cumbrian history that, in truth, kept the lights burning.

## CHAPELCROSS

As we related in *Heritage Commercials* October 2013, Chapelcross nuclear power station was built on the site of an old RAF Second World War training airfield near Annan in Dumfriesshire. Officially opened in May 1959 (it ceased generating in June 2004), its original purpose was to make weapon’s grade plutonium for the UK nuclear weapons programme, and the production of electricity – for the National Grid – was at first just a by-product.

Unlike other nuclear power stations across the UK, Chapelcross had no local access to the rail network. So, while other power stations sent their reactor elements to Sellafield, in West Cumbria, for re-processing by train, the decision was made to move the Chapelcross material by road.

To do the job, the UKAEA (United Kingdom Atomic Energy Authority) was to order three (then a fourth) ERF-Dyson heavy haulage low loaders. Designed and built for the job, their subsequent track record would show the (almost) identical ERF 70-tonners could certainly do the work, as being a proprietary builder they were able to ‘spec’ the tractor units as fit for purpose.

At the heart of these four ERFs was the Rolls-Royce C6NFR 12.17l engine. Producing 220bhp meant they were probably one of the most powerful engines then available for road transport use. The gearbox was also a bit special, being a 10-speed David Brown under-drive, model 561A/2. This was a basic five-speed main box coupled to a high/low splitter.

"I can remember talking to a guy who said he worked for David Brown for 50 years," says John Thomas, "and he said he'd never seen a gearbox like it."

Taking the weight was a quartet of purpose-built semi-trailers, built by RA Dyson of Liverpool. Rated for 45-ton payload, they only had two axles at the rear, but each of these had four wheels in line.

## WEE JOCK

It's about 55 years since the ERF flask carriers took to the road, but someone who can remember them as though it was just yesterday is Ian Henderson, who joined the staff on site in 1958 at the age of 24. Ian, his wife Stella and their eldest daughter Judith (who was 15 months old at the time) subsequently emigrated to Australia in September 1963 when their tickets only cost £10 each. Ian (now nicknamed 'Wee Jock') was to make a life in transport in a country with a far better climate, but he has vivid memories of his days with the Scottish ERF 70 tonners.

A Chapelcross driver drove all sorts from staff cars to the low loaders but for the run to Sellafield, it was a two-driver job. Other site drivers at the time Ian recalls were Willie Graham, Jimmy Thompson and John Bell, while their first transport manager was Bill Orr.

It's about 70 miles from Chapelcross to Sellafield, and when they were driving straight through Ian recalls the trip might take them all day. "We were legally limited to 12mph," says Ian, "so we didn't go much above 15-18mph on the flat. We sometimes did a change over with

drivers from Sellafield. We used a big lay-by at Aspatria for that, but if we took it straight through, we'd stay in digs near the Cumberland plant and then come back the following day. The only slight detour we had to take was to go round a weak bridge near Wigton, I think. I can recall one hot summer day on this side road when the surface was physically moving underneath the weight of the low loader – it was an odd thing to happen."

The physical payload of rods on any nuclear flask carrier is quite small – sometimes as little as four-five – although the weight of the protective flask meant the ERF/Dyson outfit weighed about 65-70 tons.

Ian recalls having passed his driving test on a Ferguson tractor although his three years as a Regular in the Army during the mid-1950s gave him a lot of varied driving experience. He did a stint on wagon driving before he went to Chapelcross, but reckons the job there was one of the best he ever had. "We even got a uniform," he says, "and while I always wore a collar and tie, I think John Bell was the only driver there who always used to wear the uniform peaked cap."

Although the Second World War had ended, the Cold War meant tensions with the USSR were running high. The UK was building up its nuclear deterrent and Ian recalls the movement of plutonium kept the ERFs very busy. In 1960, a fourth one – 2968 SM – joined the first three: YSM 349, 350 and 351. John Thomas points out that in the intervening two years, ERF had made subtle changes to its KV model. "The last one had twin headlights, twin windows in the back of the cab – rather than a single central one – and the indicators were moved from the roof to the sides of the cab."

Ian recalls the time as being when many 'Ban the Bomb' marches were held, but generally speaking the four flask carriers were left alone.

The trips to Sellafield and back were uneventful, and Ian says – thankfully – that in his three to four years there, he never had



The lorry's current custodian, John Thomas. He always has a smile on his face when he's driving this ERF.

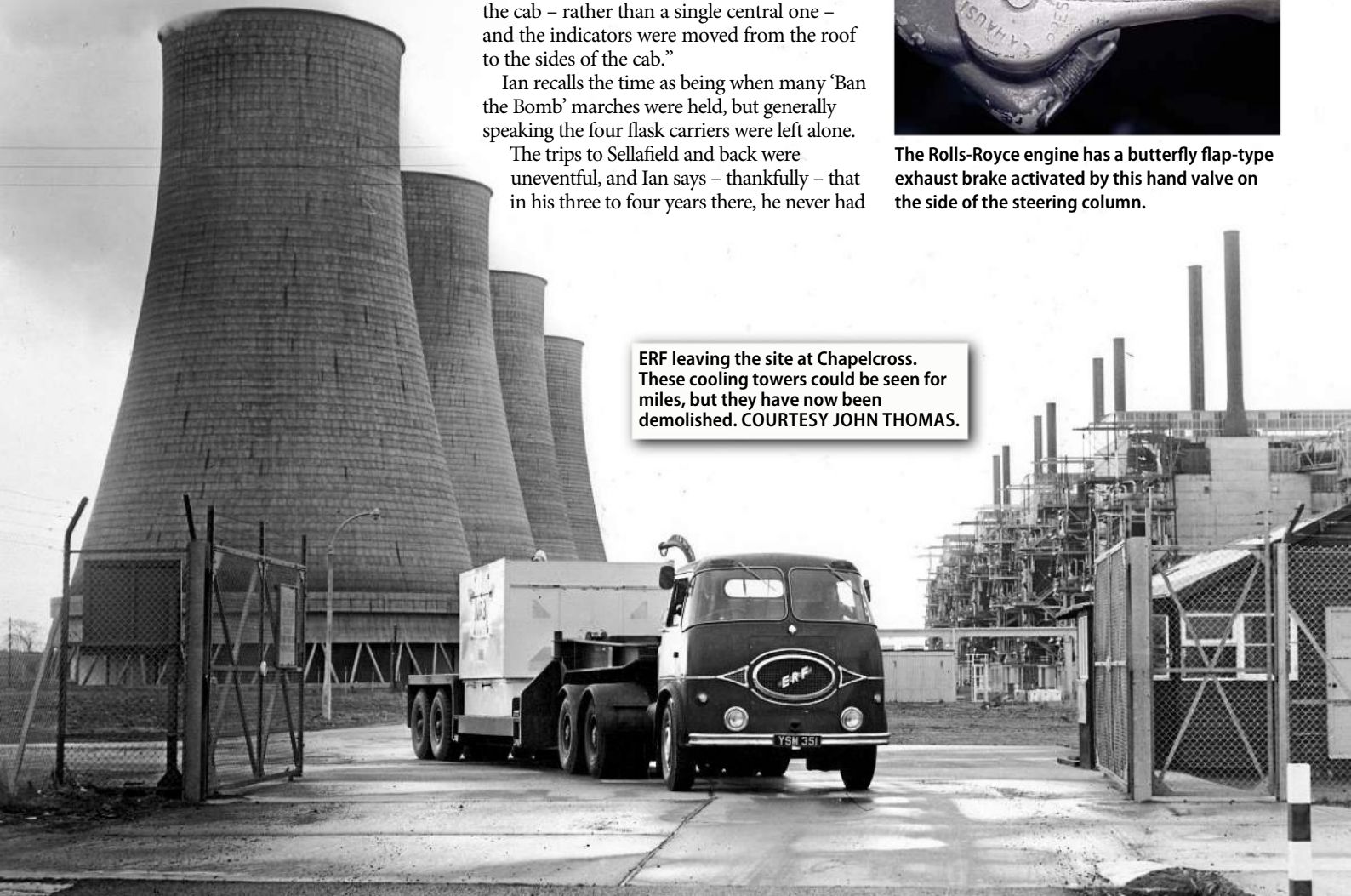


The interior shows how well the vehicle has been looked after.



The Rolls-Royce engine has a butterfly flap-type exhaust brake activated by this hand valve on the side of the steering column.

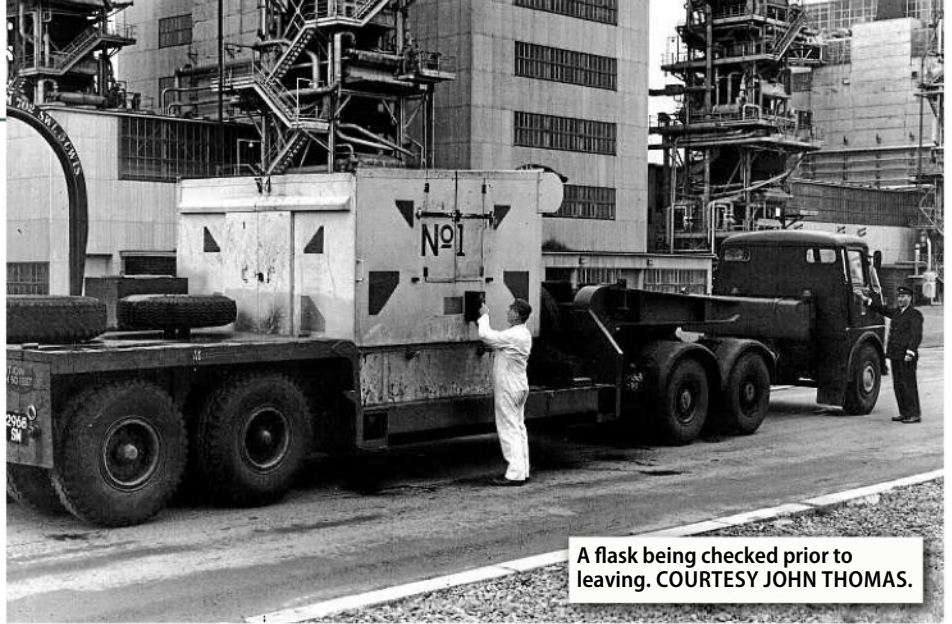
ERF leaving the site at Chapelcross. These cooling towers could be seen for miles, but they have now been demolished. COURTESY JOHN THOMAS.







This small yellow beacon was activated when the ERF was on the road to mark its slow progress.



A flask being checked prior to leaving. COURTESY JOHN THOMAS.



The speedo might read to 60, but the ERF hardly reached 30mph.



The original company crest.

to change a wheel on the road. “The only thing that I can remember going wrong with the Rolls-Royce engine was the pump coupling,” says Ian. “It was made of fibre and it would just fly to pieces and you would just stop.”

Hardest climb on the trip to Sellafield was the drag over Bothel. Ian says the ERF didn’t mind that too much, although worse than that was when they came back over Shap. “We did a few trips to Harwell near Oxford,” says Ian. “Because we couldn’t just park the low loaders up on a night, we used to change crews. The day crew would be ferried off to bed and the night crew just kept the motor going.”

In 1959, the first smidgen of motorway was built when the Preston bypass was opened, but that apart, every main town had to be driven through. “There wasn’t the traffic about that there is now,” says Ian, about a job that simply couldn’t be rushed. “Mind, once we left the Jungle Cafe – coming back north over Shap – it used to take an hour and 10 minutes just to get to the summit, because even going down the slight dip to the cottages at Borrow Bridge had to be done at crawling speed. And then you just put it into bottom for the slow crawl right to the top.”

## SLOWING DOWN

“It was a wonderful experience on the ERFs,” recalls Ian, “but once they had stockpiled enough plutonium, things seemed to go quiet and we didn’t do as many runs. The job as a driver there was good and secure, but things were too quiet for me as I was keen to be doing things. I left and went on long-distance for a short while with Watts of Carlisle, but we soon got the chance to emigrate to Australia,” a decision Ian has no regrets about.

The job at Chapelcross kept going – but not for one of the ERFs, as John Thomas recalls. “I think it was about 1962 when YSM 349 was climbing up through Bridgefoot towards Chapel Brow. The brakes on a truck coming the other way had failed and it veered across the road to run head-on into the ERF. The guy in the passenger seat saw it coming for him so he managed to leap onto the driver’s side and neither of the ERF crew was badly hurt, but the ERF was written off.”

As a reflection of work slowing down a bit, this ERF was not replaced. The remaining three did the work required until all the ERFs were replaced when British Nuclear Fuels Ltd (as it was then) bought a brace of Scammell



John’s Dad – known as Jack Thomas – with his Thames Trader, and young John when about two-years-old. COURTESY JOHN THOMAS.



Contractors to do this flask hauling work.

Two of the ERFs (and their trailers) were sold on, but 2968 SM was kept at Chapelcross as a spare and for use on site. As the new Scammells (and the later MANs) were to haul Crane Fruehauf drawbar trailers, the ERF was converted – with a pin and air line couplings – so it too could pull the four-axle Crane Fruehauf drawbars. Look at the rear of the ERF now and there also seems provision for the addition of a small lump of ballast. Its original Dyson semi-trailer was also retained, but in 1990, after completing 30 years front-line service, the ERF was stood down from active duties.

### DOING THE ROUNDS

It's at this point that Peter Hannah comes into the story. He joined the driving staff at Chapelcross in 1984, and recalls the ERF pushed into one of the hangars and just forgotten about. "It seemed a waste," he says. So, after approaching his manager (and ex-flask driver) Ian McArthur-Blair, permission was given to get the ERF sandblasted and painted. "It went to Bones of Carlisle for the paint job," says Peter, who then took the ERF to a small number of shows. Travelling as far as Dalkeith saw the ERF on the back of a low loader, but for an event at Newcastleton, Peter drove it there at a top speed of 28mph.



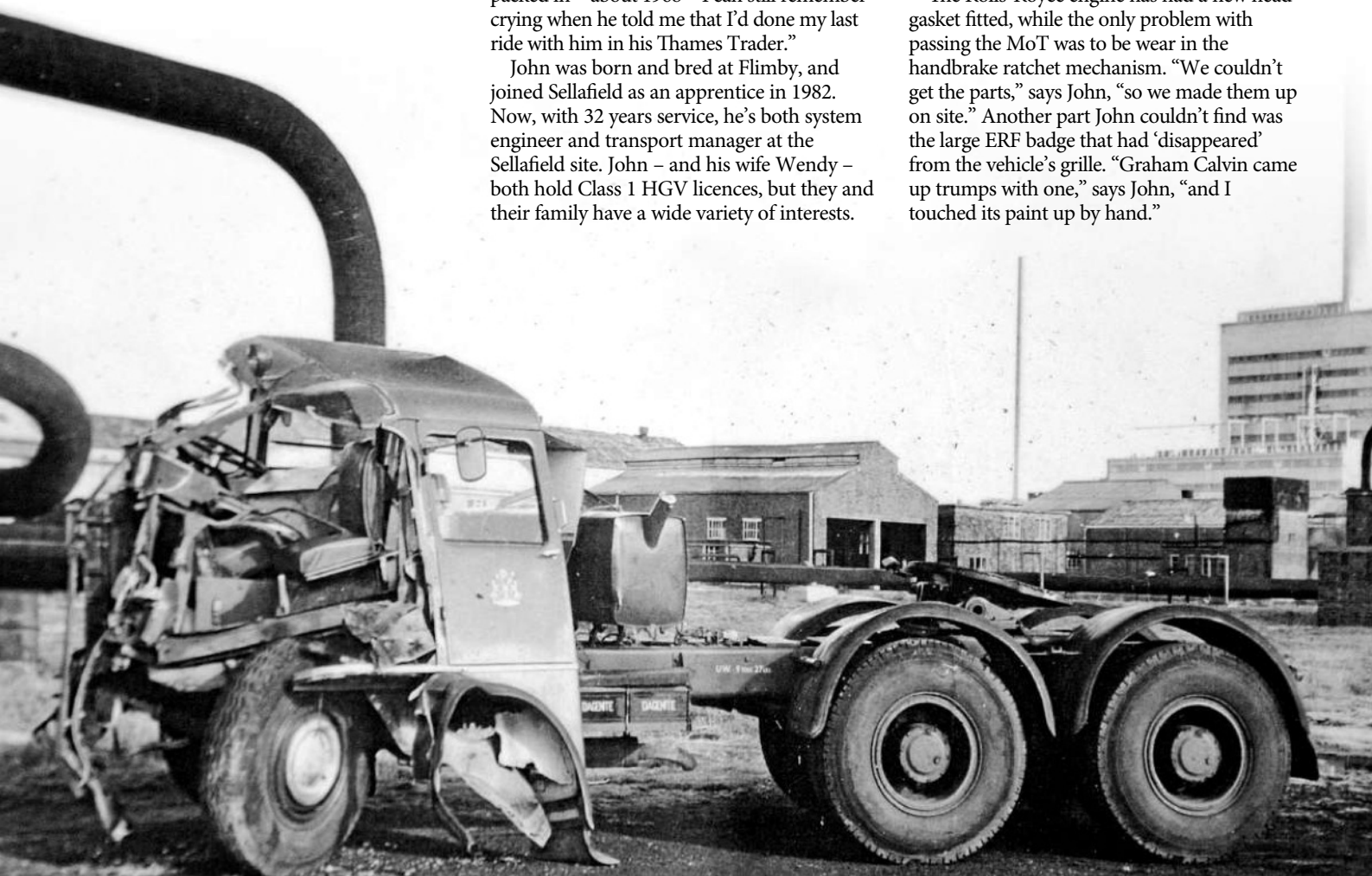
One of the ERF's original drivers, Ian Henderson. He liked the uniform, although he didn't wear the cap very much. COURTESY IAN HENDERSON.

It was about '97 that the Sellafield-based John Thomas took over the custodian reins. It was perhaps fitting that this West Cumbrian took over this 'special' because John has had diesel coursing through his veins from the time he was born. "My Dad – who was known as Jack Thomas – had a small haulage operation, and although I was only about three when he packed in – about 1968 – I can still remember crying when he told me that I'd done my last ride with him in his Thames Trader."

John was born and bred at Flimby, and joined Sellafield as an apprentice in 1982. Now, with 32 years service, he's both system engineer and transport manager at the Sellafield site. John – and his wife Wendy – both hold Class 1 HGV licences, but they and their family have a wide variety of interests.

John even has a private pilot's licence, but you can tell he loves the chance to show off and talk about this special ERF, which has had a bit more restoration done to it. "Time eventually caught up with the cab," he says, "but two lots of Sellafield apprentices got involved in updating both the back panelling and the wooden frame."

The Rolls-Royce engine has had a new head gasket fitted, while the only problem with passing the MoT was to wear in the handbrake ratchet mechanism. "We couldn't get the parts," says John, "so we made them up on site." Another part John couldn't find was the large ERF badge that had 'disappeared' from the vehicle's grille. "Graham Calvin came up trumps with one," says John, "and I touched its paint up by hand."



YSM 349 was unfortunately involved in an accident and written-off. COURTESY JOHN THOMAS.



The ERF certainly looks like it's ready for another day's work.

John too has taken the ERF to many parts and (to me) it was star of the show when in 2000 more than 200 ERFs travelled in cavalcade to mark the closure of the old Sandbach plant and the opening of the new site at Middlewich. Time was to tell that this was a swan-song for the famous Cheshire manufacturer as UK production ended in 2002, while the ERF name was dropped by its MAN owner about five years later.

### UP CLOSE

As the 6x4 isn't used a great deal, finding suitable secure, covered accommodation for the ERF has always been a problem. Such space at Sellafield isn't always available so John would like to thank Chris Reay of Reay's Coaches, who gave him space at his Egremont site for about a year.

When *Heritage Commercials* caught up with John, the ERF had just moved to new storage, giving our man the excuse to drive it a few more miles. His eyes light up when he tells you of driving this classic down the side roads of West Cumbria as you can tell he just loves it.

The KV was quite futuristic when launched in the mid-1950s, and even now seems a roomy cab with good driving position. What John doesn't like is the layout of the throttle pedal, which means the right foot seems to hang in mid-air. So, we love the addition of a versatile piece of wood, which can be used in various positions to ease the ankle joint.

The Rolls-Royce starts a treat and sounds quite like nothing we've heard before. Ticking over it's not obtrusive, but you bet, when it was crawling up the old Shap road in the early 1960s, drivers like Ian Henderson were having their ear drums hammered by the straining Rolls-Royce horses. It's difficult to re-create such a situation now, even if an old Dyson trailer could be found and loaded again with ballast to 65-70 tons. However, we reckon because of the way this ERF has been looked



YSM 349 when brand new. The driver is John Bell, who was the senior driver at the time. COURTESY JOHN THOMAS.

after (first by Peter Hannah and then by John Thomas) it could still haul such a gross combination weight – if needed – from Chapelcross to Harwell and back.

Such an observation is bound to bring a smile to ERF fans around the world as is the fact that this is not the only one of the original flask carriers to have survived. "I'm sure one of the two which were sold was converted into a wrecker," says John Thomas. "I've lost touch with the couple who used to own it, but I'm sure it's still in one piece."

That, of course, is another story waiting to be written because as we said right at the start, our heritage is precious and we let go of it at our peril.

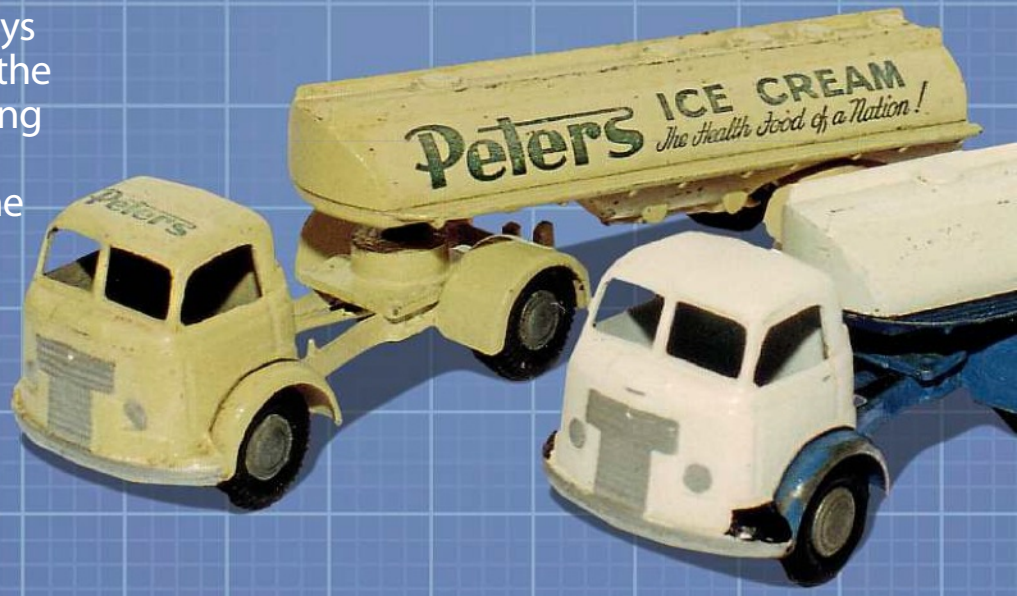
### ERF 66.R.H

<b>Chassis No:</b>	9553
<b>Year:</b>	Registered on 22.6.60
<b>Registration:</b>	2968 SM
<b>Engine:</b>	Rolls-Royce C6NFR 12.171 220bhp
<b>Gearbox:</b>	David Brown 10-speed (five gears and splitter)
<b>Rear axle ratio:</b>	10.18:1
<b>Gross combination weight:</b>	70 tons
<b>Top speed:</b>	28mph
<b>Fuel return:</b>	5mpg (estimated)
<b>Semi-trailer:</b>	RA Dyson 45 tonner



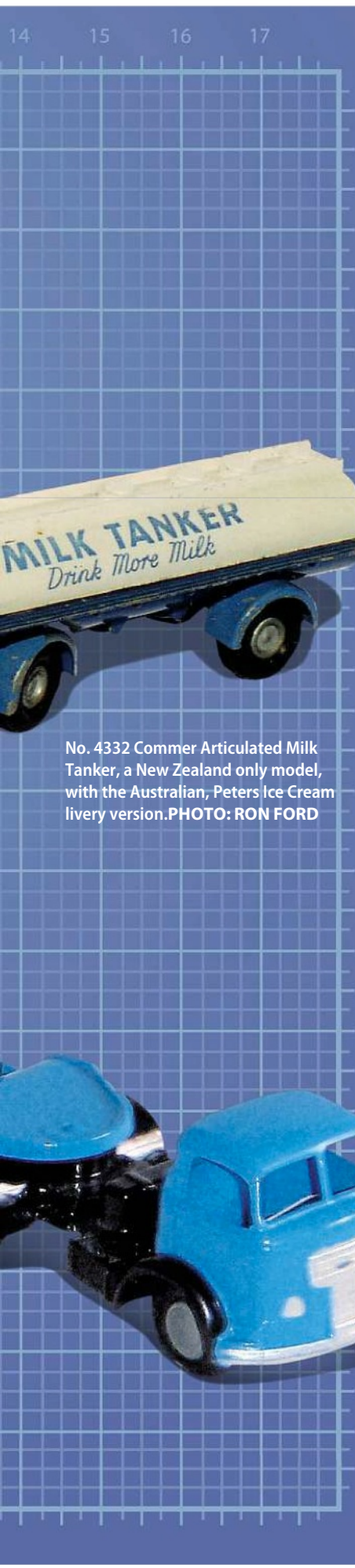
# Micro MODELS

A lack of imported toys into New Zealand in the 1950s led to the setting up of a domestic business to supply the need. **Christopher Moor** tells the story.



No. 4322 Massey-Harris Tractor and no. 4341 the Commer Articulated Lower Loader. Both models were produced only in New Zealand. PHOTO: PETER GLEN COLLECTION, CHRISTOPHER MOOR PHOTO.

Micro Models Commer commercials and at least one Bedford were used in this circa mid 1950s road safety diorama for teaching road safety in schools, possibly in the Christchurch area. Photo ref: PAColl-8983-70, Weigel Collection, Alexander Turnbull Library, Wellington, NZ.



No. 4332 Commer Articulated Milk Tanker, a New Zealand only model, with the Australian, Peters Ice Cream livery version. PHOTO: RON FORD

**T**he 1950s was an era for New Zealand to produce what was needed at home. Tight import controls therefore kept British-made Dinky Toys out of the country's shops for most of the decade.

Realising there was a demand for Dinky-type die-cast toys on the domestic market, Lincoln Industries exchanged dies with Goodwood (Aust.) Pty. Ltd. to manufacture the Australian Micro Models range in New Zealand. The first Micro commercials produced by Lincoln were Bedford and Commer cab models, similar to those that rolled off the assembly lines at Petone, near Wellington, the country's capital.

Micro Models were introduced to Australian collectors in 1952. Not all the models produced in Australia appeared in New Zealand, and New Zealand saw models not available in Australia.

Exactly when Lincoln commenced manufacturing Micro Models in New Zealand could be a debatable point. E D Daw's 'Micro Models: A Collectors' Guide' gives the date as around 1956. However, some collectors claim the year was 1953. They say they remember because they bought their original Micros during the first royal tour by Queen Elizabeth II, while others contend those early models were imported from Australia.

In 1993 William J Prior, retired executive chairman of Lincoln Playcorp, said that no Micro Models were imported, but added there are now no records from his previous company, Lincoln Industries, available for verification.

Prior said his recollection about the manufacture of Micro Models "is hazy to say the least," but guessed the period was from the "mid 50s to mid 60s". Earlier in the same letter he had said that Micros were made "some 40 years ago" in Lincoln's Auckland factory.

New Zealand-made Micro Models did not have the baked-enamel finish of the Australian models, which meant that the paint could be more easily chipped.

Other differences to look for when making comparisons include the use of wheels with zinc plated hubcaps on the New Zealand models, and the fine-tread rubber tyres on later ones.

## IDENTIFICATION

Goodwood's Australian catalogue numbers appeared on the bases of most New Zealand models, identifiable either by the GB or G prefixes. The New Zealand bases were either painted black, as on the Australian models, or an unpainted dull metal.

Lincoln's Micro Models came packaged in easily recognised grey and maroon-brown cardboard boxes. The company's own catalogue numbers and logo were added, but otherwise the boxes appeared much the same as the Australian. Lincoln's second generation Micro catalogue numbers ran from 4301-4355. Earlier, the company's catalogue numbers had an M with a different number following. Finding a Micro Models Bedford, Commer – or any other model – in mint and boxed condition is unusual today, and even more of a rarity is discovering the box has a folded catalogue leaflet inside.

A 1:72 scale was printed on the boxes for the Bedford and Commer commercials, although opinion is, the Commers were actually about 1:45. Bedford S trucks were the first commercial vehicles from Micro Models in both the New Zealand and Australian catalogues. The Bedford S Tip Truck (no. 4307) was seen in the Greater Wellington area toy shops from around Easter 1954. Both the Tray (no. 4304) and Tip Truck versions are remembered as mostly having red or green painted cabs with cream trays. E D Daw says they "compared very favourably with their competitors in the Dinky Toys range."

The trays for the tray and tip trucks were from different castings, and collectors now find the tailboard from the tipping version is more often missing,

being the part that stood up least to the rigours of sandpit play.

Both models had every second bar of the grille painted silver, and a removable spare tyre under the chassis. A towbar was also common to both, enabling them to pull either the Small Trailer (no.4308) or the Large Trailer (no. 4321).

Two of Lincoln's Presentation Packs included a Bedford truck. No.2 had the Tip Truck, Garage Repair Hoist (no.4313) and Small Trailer, while No. 3 consisted of the Bedford Tray Truck, Garage Repair Hoist and Humber Super Snipe (no. 4306).

A Commer Articulated Low Loader (no. 4341) and a Commer Articulated Logging Truck (no. 4342) were two models



Original box for no. 4315 shows the price of 9/11 (nine shillings and eleven pence) on the flap.

PHOTO: PAUL NICHOLSON



The Box for no. 4315 shows the scale as 1:72. Wheelbase is spelt as one word on the front flap and hyphenated at the side. PHOTO: PAUL NICHOLSON



No. 4304 Bedford S Tray Truck (rear) and no. 4307 Bedford S Tip Truck (front).  
PHOTO: RON FORD



A restored no. 4332 Commer Articulated Milk Tanker. PHOTO: PETER GLEN COLLECTION, CHRISTOPHER MOOR PHOTO.



No. 4315 Commer short wheelbase Petrol Tanker Shell with the Australian Ampol version, a finish not produced in New Zealand. PHOTO: RON FORD



No. 4315 Commer short wheelbase Petrol Tanker Shell. PHOTO: PAUL NICHOLSON COLLECTION, CHRISTOPHER MOOR PHOTO.

manufactured only in New Zealand. One theory suggests the probability of two sets of dies existing for the Commer vehicles, citing differences in Lincoln's grille and headlights as well as in the riveting holding together the upper and lower sections of the Commer tankers.

The Low Loader had a modified tractor unit (behind the cab) with a toolbox included, and removable ramps that fitted into slots at the trailer's rear end. Three dowels simulated the logs carried on the Logging Truck's trailer.

Another New Zealand only model was the Commer Articulated Milk Tanker (no. 4332).

### JOINING THE CLUB

There was a New Zealand Micro Model Club – with the singular spelling. For 2/6d (25c) members received a badge, a membership Code of Ethics, and the official Micro Model Motoring News. Those who collected 20 models were awarded a gold badge and had a photograph of the presentation taken to appear in the quarterly Micro magazine, along with one of their layout. At one stage the membership reached nearly 2000.

Lincoln made its last Micro Models in 1960, and by 1961 shops are thought to have sold all stocks. With no new moulds available from the Australian supplier and a relaxation of import controls, the time seemed right to quit.

In 1962 Kevin F Meates bought the Micro Models dies from Goodwood. Various Australasian reproductions were produced during the 1970s and 80s. The New Zealand-made Torro brand included a Commer Semi-Trailer, incorporating the Commer cab with the Large Trailer, and the Commer Articulated Tanker.

Neither Bedford nor Commer models appeared in the now defunct range from Micro Models Ltd, a Meates company, which manufactured hand-finished, limited edition models for adult collectors in New Zealand from circa 1994.



No. 4342 Commer Articulated Logging Truck  
PHOTO: RON FORD

## Lincoln's 1950s Bedford and Holden Micro Models:

NUMBER	DESCRIPTION
4304	Bedford S Tray Truck
4307	Bedford S Tip Truck
4314	Commer 7 Ton Dump Truck
4315	Commer short wheelbase Petrol Tanker Shell
4316	Commer Articulated (Semi-Trailer)
4317	Commer Articulated Tanker Shell
4332	Commer Articulated Milk Tanker
4341	Commer Articulated Low Loader
4342	Commer Articulated Logging Truck



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# The snub-nosed Atki

As wagons go, there isn't much to say about Atkinson's mode of bespoke manufacture with the SBT 946 XA model. Norman Chapman tells the story of the origins, the nuts and bolts and the afterlife of some of the vehicles.

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

ALR 177B also used to be operated by Crows and is now restored and back in its original livery.

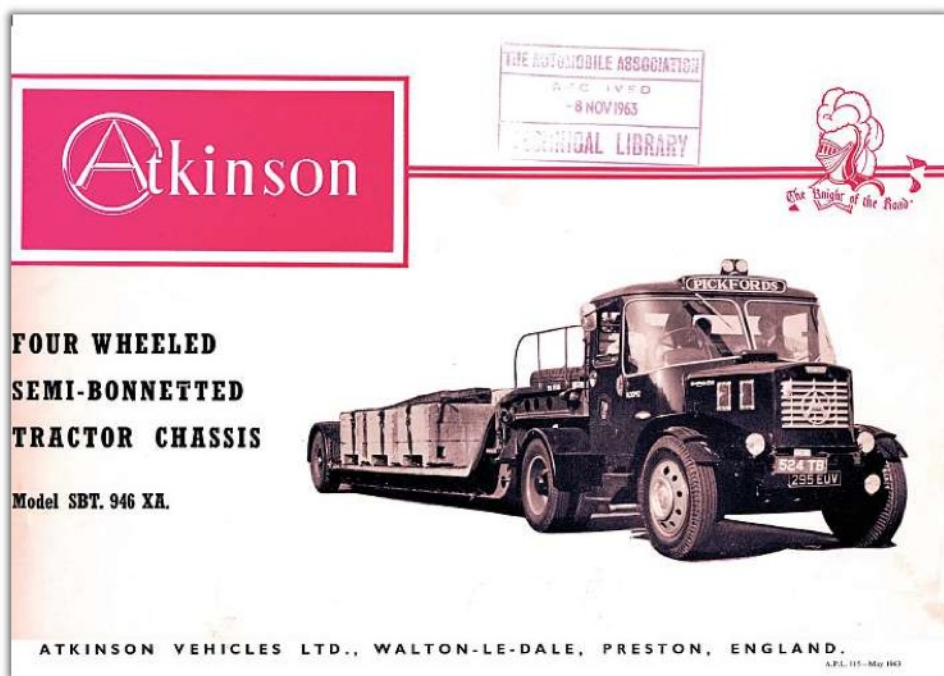


ALR 175B in the early 1980s, when operated by Crows, was the first semi-bonneted Atkinson I had seen. I thought it was a showman's major modification project.

**I**t was around 1960 when Atkinson Vehicles of Walton-le-Dale, near Preston, was approached by Pickfords Heavy Haulage to develop a new heavy duty tractor unit built to its own specification.

The huge company of Pickfords can be traced back to the 1640s, starting business as quarry owners and road menders. No Scammells in those days, just carts pulled by the original horse power. Circa 1960, the company was now owned by British Road Services (BRS) which had taken over the business in 1947. The process of specifying





Front page of the sales brochure (With kind permission of the Richard Stanier Collection)



(Above) Developed specially for B.R.S. (Pickfords), Ltd., this Atkinson semi-forward-control tractive unit has a Gardner 6LX engine (Stand 92). The one-piece bonnet and radiator grille hinges forward for maximum engine accessibility.

The wagon shown on a CV show highlights page from *Commercial Motor* magazine September 1962. (With kind permission of CM magazine)

vehicles wasn't a new concept for Pickfords as the company had worked closely with a number of manufacturers. Scammell Lorries of Watford, especially, had built a number of special tractor units and trailers for Pickfords' specific use.

The first vehicle off the stocks for evaluation was 4x2 configured and rated at 32 tons gross train weight (GTW). Another eight similar tractors would follow afterwards.

Two years later, in 1962, at the Commercial Vehicle Motor Show held at Earls Court, London, the first tractor was unveiled on the Atkinson stand. The lorry had been given the model designation of SBT 946 XA and the show vehicle's registration number was 295 EUV. Atkinson also issued a sales brochure, from which an assumption can be drawn that the company was trying to attract other customers apart from Pickfords. One line from the brochure states: "This particular robust chassis embodies the following noteworthy features..." and then goes on with the full specification.

### NUTS AND BOLTS

The vehicle was powered by a Gardner 6LX engine with a bore of 4¼in and a stroke of 6in. The six-cylinder engine was rated at 150hp at 1700rpm, hence the engine's popular nom de plume, Gardner 150. The motor had a seven main bearing crankshaft, dry liners and twin cylinder heads. Gardner's own injection pump boasted excellent fuel economy using a centrifugal governor which controlled the amount of fuel injected. This engine choice by Atkinson was based on reliability and was borne out of a long term association with Gardner engines based at Patricroft, Manchester.

The transmission consisted of a 16in single plate clutch, a six-speed gearbox and a double reduction type rear axle.

The Huddersfield-based company David Brown supplied the constant mesh gearbox in which its design had sixth gear as an 'overspeed' and fifth as a direct gear. A top speed of 48mph (77.2kph) was the result. Kirkstall Forge Engineering of Leeds, another long time associated supplier to Atkinson, provided the rear axle. The diff assembly was mounted on tapered roller bearings and was designed to be removed as a complete unit. The half shafts were of the fully floating type which meant they did not support any part of the weight of the vehicle.

The front axle, a one piece high tensile steel 'T' shaped section, had the kingpins mounted with tapered roller bearings making the wagon easy to steer. This was helped with a Marles cam and double roller type steering box. All contacting surfaces were made of hardened steel and totally enclosed in oil. The design of the box guaranteed all wear and tear was minimised and subsequent backlash was drastically reduced.

The front and rear suspension was made up of semi-elliptic leaf road springs. The brakes were a full air system with type 24 diaphragm actuators fitted to all wheels. The front brake drums were 5in wide x 16in diameter, and the rears were 7in x 16½in. The handbrake was a single pull lever located to the left-hand side of the driver's seat, and its operation was assisted with a mechanical servo.

Atkinson utilised the Mk.1 steel fabricated driver's cab from the normal production model range. To access the engine for servicing and maintenance checks, the one piece glass fibre bonnet was made to hinge forward. For a little bit of cooling draught there were two oblong opening vents on each side of the bonnet. A deluxe cab was offered as an optional extra, which came with the added luxury of a heater with demister.

The front mudguards, one of the first things you look at when you see the wagon in the

flesh, have more than a passing resemblance to an old Scammell design. As to why the front of the wagon was finished off like this can only be speculative. It's as if the design team had run out of ideas. Most probably though this may have been part of Pickfords' original specification. Scammell had added this type of front wing to models including the Mountaineer, Pioneer and Constructor. These models, however, had the option of a driven front axle and a different type of front suspension which was designed for operation on rough terrain. The Atki on the other hand was fitted with normal road-going leaf springs.

The chassis frame was made up of ¾in thick high tensile steel 'U' pressings measuring 8¼in deep x 3in wide. This set-up included a number of high tensile steel crossmembers fixed with high tensile bolts. On the frontmost crossmember, forward of the engine, there was a Matrix type radiator fitted. The electrical system was 24 volt and provided a starter motor and dynamo. In the cab there was a driver's instrument panel, an electric horn and outside were fitted head and side lamps. The SBT. 946 XA ran on 9.00 x 24 tyres with doubles on the rear axle.

As mentioned earlier, Atkinson produced a sales brochure about the lorry. This in itself seems strange as the SBT. 946 XA was produced for Pickfords' own evaluation. To further enforce the thinking that Atkinson might have wanted to produce the semi-bonnetted design in large numbers, here are a number of optional extras quoted in the brochure:

A hand control for the operation of trailer brakes, a vertical exhaust pipe, power takeoffs and controls, front and rear towing members and another three different tyre options. These were 9.00 x 20 (14 ply) and 10.00 x 20 sized tyres. The vehicle could also be specified with or without a ballast box.

**Specification of**

**ATKINSON FOUR WHEELED SEMI-BONNETTED TRACTOR CHASSIS**  
**Model SBT. 946 XA.**

This particularly robust chassis embodies the following noteworthy features :-

**ENGINE :** The engine is the Gardner 6LX direct injection oil engine having 4 1/2" (120.6 mm) bore by 6" (152.4 mm) Stroke.

Engine Type	No. of Cyls.	H.P. at 1700 RPM	lb./ft. Torque at 1100 RPM	KGM Torque at 1100 RPM	No. of Main Bearings
6LX	6	150	485	67.2	7

In the above model the crankshaft is carried in a deep section rigid crankcase, the dry lined cylinders being arranged in a single block, with detachable cylinder heads and overhead valve location. Forced lubrication to all crankshaft bearings is provided by submerged gear pump housed in the large capacity sump, with strainer on both suction and delivery circuits. Cool air manifolding and air cleaner is fitted as standard. Ample cooling is provided by the large diameter fan and centrifugal water pump, the system being thermostatically controlled. The particular feature of this unit is fuel economy ensured by the specially designed fuel pump, controlling by centrifugal governor the amount of fuel injected. Ready starting from cold by electric starter and positively driven dynamo are other features. The engine as a unit, with clutch and gearbox, is three point mounted, with rubber insulation at each location.

**CLUTCH :** Is a 16" (406.4 mm) single dry plate type, provided with a clutch stop and ample adjustment to cater for full liner wear. Clutch slip torque is more than equal to all calls from the driver and yet smooth in operation under all conditions.

**GEARBOX :** The constant mesh type gearbox is mounted as a unit with the engine, and incorporates six forward speeds and one reverse ; top gear is an overspeed and fifth gear direct. One change speed lever only is required.

Gear	Ratio	Road Speed in MPH	Road Speed in KMPH	Axle	
				Ratio	Double Helical
Sixth	0.717 : 1	48.0	77.2	6.27 to 1	
Fifth	1.0 : 1	34.5	55.5	9.00 x 24	
Fourth	1.56 : 1	22.1	35.5	17.00	
Third	2.45 : 1	14.1	22.6		
Second	3.91 : 1	8.8	14.1		
First	6.61 : 1	5.2	8.35		
Reverse	5.76 : 1	5.97	9.6		

All gears are in high quality heat-treated alloy steel mounted on large diameter rigid shafts, carried on bearings of ample capacity. The ratios are particularly selected to suit the arduous duties the chassis will perform, and are as shown in previous column. A Direct Top, Six-Speed Gearbox is available if required.

**TRANSMISSION :** Power is transmitted to the driving axle by one tubular propeller shaft, incorporating needle roller bearing wide angle universal joints and sliding coupling to allow full axle articulation. The shaft is dynamically balanced to eliminate vibration.

**REAR AXLE :** This is a double reduction type, the primary reduction being obtained by spiral bevel gears and the secondary reduction by double helical gears. The differential assembly is mounted on taper roller bearings and is designed to enable it to be removed as a complete unit. All gears and shafts within the differential assembly are made of alloy steel. The rear axle half shafts are of the fully floating type and do not support any part of the weight of the vehicle. The axle ratio is 6.27 to 1 with the following alternative ratios available : 7.95 to 1, 9.17 to 1, 7.01 to 1, and 5.2 to 1.

**FRONT AXLE :** This unit incorporates a one-piece I section high tensile steel beam of generous proportions, with forged steel hubs mounted on taper roller bearings. The king pins are mounted on taper roller bearings to provide easy steering, the ball jointed adjustable track rod being mounted at the rear.

**ROAD SPRINGS :** Front and rear are semi-elliptic, silico-manganese steel of suitable length shackled at the rear to ensure smooth riding under all conditions.

**BRAKING SYSTEM :** The footbrake acts on all wheels and is operated by air pressure, with type 24 air pressure diaphragms on front and rear axles. The drum diameter and brake shoe widths being, front 16" x 5" (406 x 127 mm), rear 16 1/2" x 7" (418 x 178 mm). The single pull type handbrake, located to the left hand of the driver, acts on the rear wheels only and is mechanically operated throughout, with assistance from a mechanical servo.

**ROAD WHEELS AND TYRES :** Pressed steel disc wheels are carried on the hubs, by ten 7/8" (22.225 mm) diameter wheel studs, tyres being 9.00 x 24 single front and twin rear.

**STEERING :** Is of the Marles cam and double roller type, totally enclosed and working in oil. All contacting surfaces are of hardened alloy steel, wear being minimised and development of backlash practically eliminated.

**FRAME :** Frame sidemembers are of high tensile steel pressings 8 1/2" x 3" x 3/8" (209 x 76.2 x 9.5 mm) pressed steel crossmembers fitted with high tensile bolts.

**RADIATOR :** Is a one piece Matrix type, the unit being flexibly mounted on the front crossmember. Temperature control is by thermostat, allowing quick warm-up under cold conditions.

**FUEL TANK :** Is of 50 gallon (227.2 litres) capacity mounted on the nearside of the chassis frame. Feed is by Amal pump mounted on and driven by the engine.

**ELECTRICAL EQUIPMENT :** Is a 24 volt double pole system, with battery of ample capacity, instruments housed in a panel in front of driver. Twin head, side and stop/tail lamps are provided, head lamps controlled by dipper switch.

**CHASSIS EQUIPMENT :** Includes speedometer, electric horn, hydraulic jack, rear number plates, grease gun, complete set of tools and wheel stud covers ; lubrication chart, wiring diagram, service manual and spare parts lists are provided with each chassis.

- EXTRAS :**
- De-Luxe semi-bonneted cab.
  - Cab heater and demister.
  - Ballast blocks and body.
  - Hand control trailer brakes.
  - Vertical exhaust pipe.
  - Front and/or rear tow members.
  - Power Take offs and controls.
  - Details to conform to Petroleum regulations.
  - Spiral bevel hub reduction rear axle.
  - Flashing indicators.
  - 9.00 x 20 — 14 ply tyres.
  - 10.00 & 11.00 x 20 tyres.

**ATKINSON VEHICLES RESERVE THE RIGHT TO ALTER THIS SPECIFICATION WITHOUT NOTICE.**

Technical data page from brochure. (With kind permission of the Richard Stanier Collection)

An important option which had bigger implications for load hauling was a hypoid hub reduction rear axle. This gave a wider scope and uprated the wagon to 50 tons GTW. More weight towing potential is always the name of the game and later there were two six-wheeled tractor units produced to haul much heavier loads.

**SPECS FOR THE SIX WHEELER**

With regard to ALR 175B, the engine of choice was still the Gardner 150, and the wagon was fitted with the same David Brown six-speed 'overspeed' gearbox. The rear axles were made by Kirkstall of Leeds and both were driven.

The only difference between it and registration number ALR 176B was that it is fitted with a 10-speed David Brown gearbox. It is unknown if this gearbox was part of Pickfords' original specification or if it was fitted later in the vehicle's life. Maybe someone out there will know - letters or emails to the editor please.

**THE AFTERLIFE**

After working for Pickfords, a few of the wagons just wanted to 'have fun' and worked for showmen on the 'hoppings' circuit. Two in particular worked for J Crow & Sons of Sunderland. These were a six-wheeler, ALR 175B, and a four-wheeler, ALR 177B. It was this six-wheeler I first clapped eyes on in the early 1980s at a hoppings fair. I had never seen this type before and I thought it was a showman's major modification project of a

normal Atkinson. It was much later when I found out it wasn't artistic licence on view, but the short-lived semi-bonneted type.

Its brother, ALR 176B, has gone through a great deal of restoration work and is now seen at shows as a Pickfords-liveried breakdown wagon. The front mudguards were mentioned before and this area of this particular wagon has seen some activity over the years. If you look at the wagon in its Pickfords working life with the tanker trailer, the mudguards are wider than the normal ones. In the picture from 2001, drastic changes have been made to the bonnet and the wings have been squared off. The unit has been adapted into a crane wagon and a Bucyrus Erie crane bumper with tow hooks/hitch has been added. The latest design still has the bumper and the front mudguards have reached a pinnacle in design.

The SBT. 946 XA hardly, if ever, appears in any Atkinson history stories, no doubt because of the small number produced. There was only a 'slack handful' of the four-wheeler and just two of the six-wheeled tractors produced. That aside, the best thing is that a few of them have been preserved for us all to look at.

Putting every aspect into perspective, Atkinson can be praised for producing such a vehicle in the first place. It is certainly a testament to Atkinson that a few remain and are usually parked alongside 'lookalike' Scammells at vintage lorry gatherings. If it wasn't for the circular A badge, anyone could be forgiven for thinking the SBT 946 XA was indeed a Scammell.



ALR 176B pictured in 2001 with restyled front end and 'that' bumper. Photo Gyles Carpenter.

Registration numbers of the vehicles produced

- In 4x2 form:
- 295 EUV
  - 116 EXM
  - 120 EXM
  - 121 EXM
  - 897 GYX
  - 898 GYX
  - 899 GYX
  - ALR 177B

- In 6x2 form:
- ALR 175B
  - ALR 176B



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*Picture courtesy of Gyles Carpenter*

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# Dumbarton's 'A' TEAM

The Austin Loadstar and Albion Claymore were considered to be top commercials in their day, and Robert Campbell from Dumbarton in the Vale of Leven has recently acquired two superb examples.

Words & Photography:  
Bob Weir/As stated

**R**obert is a relative newcomer to the classic commercials scene, but is certainly making up for lost time. He is already the proud owner of the legendary Albion 'Beastie' (featured in *HC* October 2013), believed to be the last surviving WD.CX24 tank transporter.

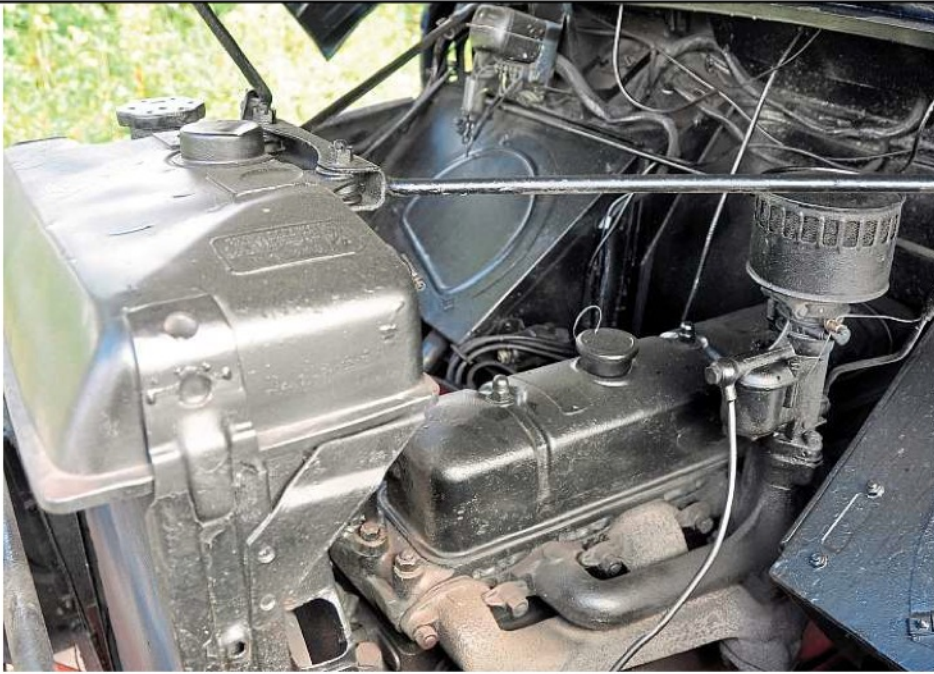
Robert is the proprietor of Campbell Commercials, which was originally formed back in the 1960s. "My father started the business back in 1964 with £12 severance pay," he explained. "He started off dismantling old cars, before moving on to trucks and other commercials. This still forms part of our core business."

Robert joined the family business as soon as he left school at the age of 16. He said: "I had already been around old lorries from the age of 10, and I passed my HGV license as soon as I reached 21. I started collecting classic commercials comparatively recently, but it now takes up a lot of my spare time."

The Austin Loadstar was arguably the company's most famous commercial, and was introduced in the run up to the merger with Morris to form BMC



Robert's 1955 Loadstar is the two-ton K2 version.



The Austin is fitted with a 2.9-litre petrol engine.

## Specification

<b>Make/Model</b>	Austin Loadstar K2
<b>Chassis No</b>	K2WA184587
<b>Year</b>	1955
<b>Registration</b>	TSK 679
<b>Engine</b>	2.9L
<b>Transmission</b>	4-speed
<b>Cruising speed</b>	50 mph



The Austin's interior.

(British Motor Corporation). TSK 679 is the two-ton K2 version, and rolled off the assembly line in 1955.

"My particular example is believed to be an ex-military lorry and was decommissioned somewhere in the north of Scotland," Robert explained. "It is now wearing a Caithness registration number, which seems to back this up.

"It was eventually acquired by a business associate, Vince McKindless, who used to run McKindless Coaches, based out of Newmains in North Lanarkshire. I had told Vince that if he ever decided to sell the lorry to give me first option, and in 2010 he finally got in touch. Fortunately for me, he decided to part with it for nothing."

Robert had been looking for an example of the Austin for some time, but not just any old Loadstar.

### RE-CREATING THE PAST

He said: "I was keen to get a model identical to the first lorry my father acquired when he started up the business. He had also bought an ex-military vehicle, built in 1955. This was my first restoration project, and I decided to replicate what my father's Austin would have probably looked like back in the 1960s. I wanted everything to be spot on, right down to the company paintwork."

As readers won't need reminding, 2010 was one of the coldest winters on record, and Robert recalls that when he went to fetch the lorry he was forced to brave the elements.

"When we drove over to Lanarkshire that February to pick up the lorry it was covered with six inches of snow," he recalls. "By the time we got it back to the depot, it was still covered with six inches of snow! We decided to put the Austin in a shed hoping the white stuff would eventually melt, but the weather was so cold that a week later it was still there. We ended up having to commandeer some brushes to sweep it off."

Having removed the snow, Robert realised that the lorry's bodywork was in a dire state.

He said: "Most of the woodwork had simply rotted away, and what was left was nothing to write home about. As I carried on with my inspection I began to fear the worst. It even occurred to me that I might have bitten off more than I could chew, and that restoring the lorry might be too big a task.

"In the meantime one of my mechanics had gone off to fetch some petrol, and a jump battery. Fortunately, the engine started up without any problem, which at least gave me some hope.

"We then pressed the clutch and drove the Austin forwards and backwards. The lorry seemed to stop okay, and I thought maybe we had a slim chance. We then took the hubs and drums off, and much to my surprise everything was like new. "We carried on stripping down the rest of the mechanics, including the brake shoes, wheel cylinders, brake drums, springs, steering and brake pipes, and discovered that everything else was in good order."

### WHAT'S MISSING?

Robert and his mechanics then turned their attention to the Loadstar's missing bodywork.

"I decided to turn the job over to our welder, and he made up a new set of body panels," he said. "He then sorted out the sills, using some two millimetre-thick galvanized roof trusses. He also inserted an 18-inch section into the roof, and rebuilt the gutters. I then brought in a local joiner, to sort out the wooden sections.

"The joiner put a new rear cross member into the body, and hand carved the rest of the parts, being careful to incorporate the Austin's original ironwork. Having completed these tasks, he then fitted a new floor. The whole job only took him three days."

Robert had bought the wood from a local sawmill that he has used several times in the past. He said: "I only replaced the one



Robert Campbell has only just started collecting classic commercials, but has worked with lorries since he was 16.



The wooden flatbed had to be re-created using the Austin's original metalwork.



The maker's plate from the Austin's original rotted-out flatbed.

*"The lorry is unusual because I believe 1953/54 were the only years Albion fitted upright engines"*

crossmember as it was made out of dressed mahogany, and cost a hefty £210. Adam the joiner repaired the rest by cutting out and repairing the bad bits using a biscuit joint, some glue and a set of clamps.

"I decided to have a go at doing the varnishing myself. Fortunately, my foreman messes around with boats, and gave me a few tips. I diluted the first varnish down with water, and applied three coats. I then added one coat of varnish with stainer, followed by one clear coat. I didn't overdo the varnish, because if you are not careful you can end up trapping the moisture, and the wood will start to rot from the inside out."

Although Robert uses one of his modern flatbeds when he takes the Loadstar to rallies, he can occasionally be seen driving the lorry around the Vale of Leven just for the fun of it.

"Most of the locals think I'm daft, although

I get lots of friendly waves from other lorry drivers," he laughs. "The Loadstar is a peach to drive, and will cruise at 50mph all day long. I believe the 2.9-litre engine in the K2 is the same one that was used in the early Austin Healey sports cars.

"The crash gearbox is also straightforward to use, once you get the hang of it. When I started driving we were still using commercials that didn't have synchromesh on first gear, so I would say that I am average with them."

Although Robert has only had the lorry back on the road for a short period of time, he has already suffered his first breakdown. "I took it out for a quick jaunt, and popped into a local garage station to fill up the petrol tank," he recalls. "Unfortunately, the lorry then refused to start, and I had to return to the depot for a tow truck. Once I got the Austin home I tried to start it up again, and it

fired first time. The problem turned out to be a dodgy fuse."

### SOMETHING SCOTTISH

Most Scottish classic commercials collectors would like to acquire a few Albion vehicles at some point, and Robert was no exception. The 1954 Claymore is the most recent addition to his fleet, and is still awaiting its makeover.

The FT27AL (chassis no: 71721C) was registered on November 17, and Robert acquired the lorry in April 2013, following a chance visit to an autojumble in Forfar.

He said: "I found out about the lorry when I was rummaging around looking for spare parts. The owner, Mr Sykes, had pinned a little advert to his autojumble stall saying the Claymore was up for sale, and I decided to follow it up.

"It turned out the Albion was lying in a barn down in Albion's spiritual home in Biggar. Apparently, Mr Sykes had owned the Claymore for about seven years. It was in reasonable condition, but he couldn't find the time to finish off a recent makeover. He was also having a few problems storing the lorry, and was looking to move it on.

"I don't know a great deal about the vehicle, because I've only had it five minutes. I've been told that the lorry was originally supplied to Albion agents and coachbuilders, A McAra



Robert's latest lorry is this 1954 Claymore FT27AL.

### Specification

<b>Make/Model</b>	Albion Claymore F27AL
<b>Chassis No</b>	71721C
<b>Year</b>	1954
<b>Registration</b>	DYJ 493
<b>Engine</b>	EN218B (3.8L)
<b>Transmission</b>	4-speed
<b>Cruising speed</b>	40mph



Robert's Claymore is fitted with a 3.8-litre diesel and four-speed box.

Limited of Dundee, who then sold it to W A Grant & Son of New Road, Broughty Ferry. I believe he was the brother of a much larger haulage company owned by Joseph Grant.

"I also discovered at the 2013 Biggar rally that the Claymore was originally fitted out as a horsebox. Apparently, the Grants owned a knacker, and the Albion was used to take the unfortunate beasts to slaughter. The vehicle was built as an integral horsebox, and the lorry, cab and body were attached.

"According to Tom Sykes, the lorry was subsequently acquired by Ian Cargill from Wormit in Fife. He restored it to running condition as a platform lorry, but didn't have any documentation for the vehicle.



The Albion was first operated by W A Grant & Son of New Road, Broughty Ferry.

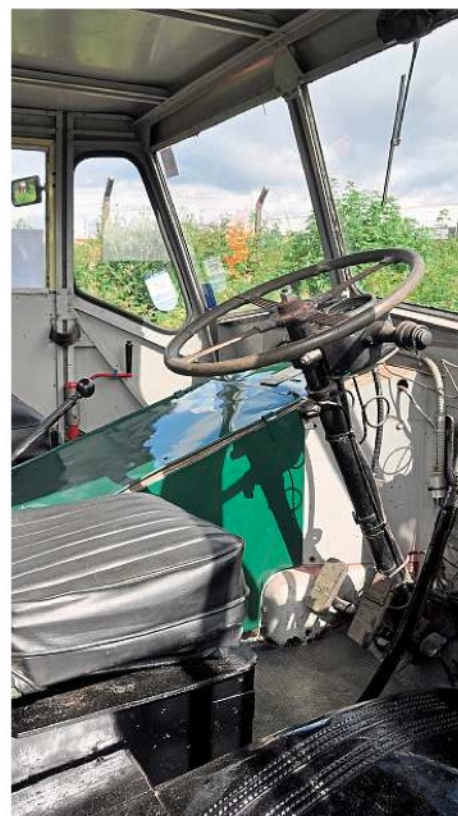
"When Tom bought the lorry it was wearing the registration number CTS 79. The reason for this is unclear, but Tom wanted to get the original registration back. He wrote to the Dundee Vehicle Licensing Authority in February 2005, and the matter was eventually sorted. The Claymore is now wearing its original registration, DYJ 493."

The Claymore is fitted with a diesel EN218B engine driven through a four-speed crash gearbox. The four-tonner was one of the first new models to be introduced under Leyland ownership, and featured a Leyland clutch and four-speed gearbox. The chassis was similar to the previous petrol Claymore, except for the curved dash that was adopted from the Chieftain.

"The lorry is unusual because I believe 1953/54 were the only years Albion fitted upright engines to the front of the Claymore," said Robert. "On later examples the engines were laid on their side."

He added: "Compared to other commercials of this era the Claymore lacks power, but is still respectable on the road. The lorry's top speed is a modest 40mph, but it handles well.

"The Albion factory was located just down the road from here, so you could say I've brought the lorry back to where it belongs."



The interior of the Albion is in complete contrast to the Austin.

# RARE BARN FIND

## in Tayside

Words & Photography: Bob Weir



The 1930 Morris Commercial Type 'R' was originally used as a hotel 'Wagonette' in Lairg in the Scottish Highlands.



The 1701cc petrol engine lorry has only covered 4000 miles from new.

A rare 1930 Morris Commercial Type 'R' 30cwt lorry came up for sale recently at one of the regular Morris Leslie Classic Auctions held at Errol airfield in Tayside.

THE MORRIS was originally registered as a Wagonette to a country hotel in Lairg in the Scottish Highlands. It was used as a mail bus to carry passengers to the local railway station. When PCV (Passenger Carrying Vehicle) legislation was introduced to include all round braking, the Morris was converted into a lorry. In 1956 it was sold to a Black Isle crofter who was looking to take advantage of the coupon system introduced for petrol rationing during the Suez crisis.

ST 5968 (chassis no: 4401) is equipped with a 1701cc engine and has less than 4000 miles on the clock.

"The lorry was entered into the auction by a Scottish collector,"

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said auction manager Keith Murray. "It still has its original brass plate and the chassis appears to be in good condition. The brakes are free and the head and side lamps are originals. There is also a period overtaking mirror on the cab, four new tyres, tubes and a pair of rear mudguards. The lorry would make a superb restoration project and we were delighted to include it in our May Bank Holiday sale."



The vehicle was converted into a lorry after legislation prevented its use as a bus.



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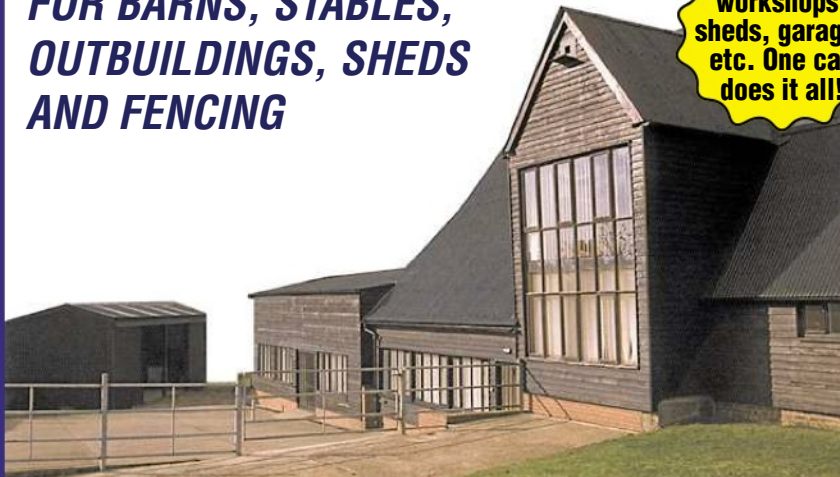
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# TWIN-ENGINEED 10-WHEELER

Eisenhauer might only be a footnote in automotive history but, as **Ed Burrows** relates, the stand-out specification features of its twin-engined, tracking-axle tridem-bogie, 20 ton payload rigid 10-wheelers were simply too far ahead of their time

**Words:** Ed Burrows

**Photography:** Eisenhauer Manufacturing Co

**I**t doesn't always pay to be first. All too often, pioneers either don't receive the recognition they are due – or the serious profits from an innovation are eventually reaped by others. Conversely, as is proved by the originator of internal-combustion engined wheeled vehicles – Daimler AG/Mercedes-Benz – it is actually possible to be a pioneer and, more than a century later, still be creaming the rewards.

But in the automotive world, for every Daimler AG, there are countless other innovators who never made it through to the big payday. One such is Eisenhauer Manufacturing, an Ohio engineering business. Happily, Eisenhauer still survives, although its activities are in areas far removed from a staggeringly ambitious plan hatched in 1945 to build trucks that were, quite simply, too many decades ahead of their time.

Between them, the two Eisenhauer projects

developed over the 10 years from the end of the Second World War were at the cutting edge of rigid chassis highway truck design thinking. The unusual twin-engined configuration is almost a side issue. For the first of Eisenhauer's two designs that actually turned a wheel, twin engines were chosen only because, at the time, they offered the lowest cost solution to putting 186-plus horsepower into a long haul rigid truck with a higher payload capacity than anything then on the US market – and the only high payload rigid chassis that complied with the axle load limits of every US state – which at the time were laws unto themselves in this respect.

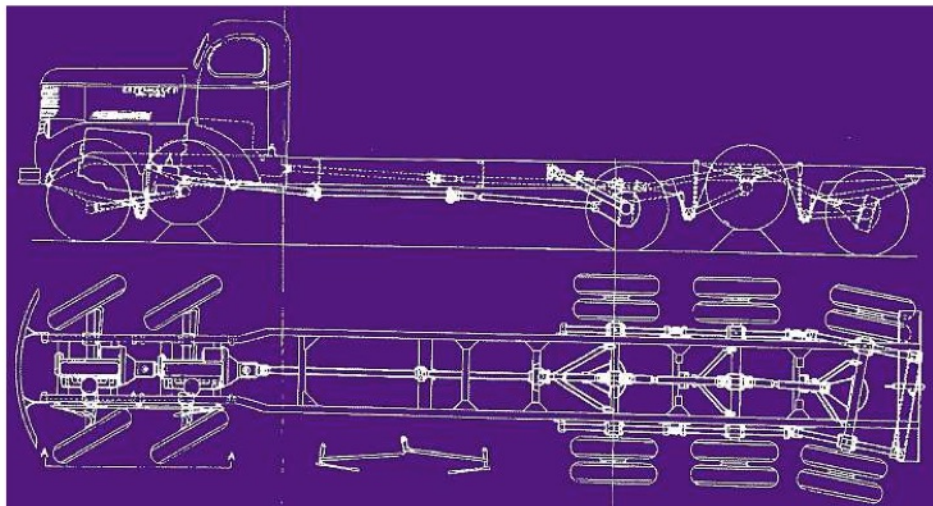
Triple-axle rear bogies with steering and lifting were an Eisenhauer gift to the future. Tilt cabs are equally part of the legacy. And few if any US civilian trucks before Eisenhauer had a twin-steer front end – or torque converter transmission. Brilliant



The Freighter's main front sheetmetal comprised modified Chevrolet cab and hood units and neatly integrated twin-wheel fenders.



The rear axle articulation setup incorporated a flexible chain arrangement connecting the tandem leaf spring and the leading suspension arm, which pivoted on a ball-joint.



The ingenuity of the interconnected front and rear suspension systems is well illustrated in this diagram. The rear axle could be locked in position (aligned with the chassis) when reversing.



The chain linked suspension system with central spring pivoting caused upward forces to be distributed to the adjacent axle springs. This helped maintain constant road contact of all three bogie wheel sets.

thinking in every sense – right down to potentially lower capital cost per ton of payload and compliance with the axle weight limits of every state of the union. The latter piece of ingenuity made the first design, the Freighter, unique as a genuine interstate max gross haulage proposition. But add all the various innovations together and the result was vehicles that were too radical for truck operators' innate conservatism. Yes, the trucks had technical shortcomings, but nothing so fundamental that it couldn't be fixed.

As a business model, Eisenhauer demonstrates that more often than not, a venture might perhaps be better off aiming to be second onto the market – and let someone else suffer the consequences of pioneering. Maybe the other lessons are that a new truck can be launched with simply too much razzmatazz, and be simply too many jumps ahead of the rest of the industry.

### BUILD TRUCKS OR DIE

As revolutionary as the Eisenhauer developments were, they came about more by happenstance than resulting from a company's or an individual's ambition to set US truck design on a new course. They did not emanate from ideas long mulled over in the mind of an established automotive engineer, nor were they the aspirations of an

opportunistic businessman. The imperative that brought the truck division of Eisenhauer Manufacturing into being was the end-of-war peace dividend in the form of the sudden termination of defence contracts. There was a void to fill in the order book – and the future of a loyal workforce to secure.

The man with the necessary inspiration and

get-up-and-go was William Eisenhauer, plant manager of Spayd Bros engineering business in Van Wert, Ohio. His appointment came about following problems it was experiencing in meeting delivery commitments for the machining of tank bogie wheels and other components it was sub-contracted to produce for F L Jacobs, a company located in Detroit.



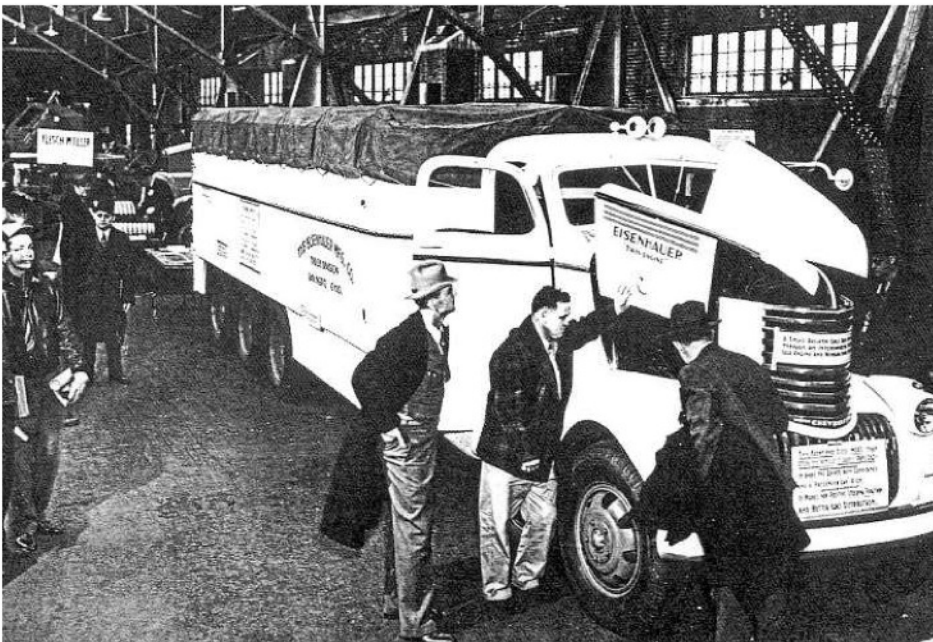
Photographed here in 1947, the Eisenhauer 10x4 Twin Engine Freighter had a designed payload capacity of 20 tons, higher than any other rigid truck of the period.



Surviving records indicate that, amazingly, completion in bare chassis form as seen here was accomplished within five months of the Freighter's initial conception.



With elegantly curved panels at the front immediately behind the cab, the steel stake bodywork was built by Gramm Truck & Trailer (a business later acquired by Fruehauf).



"Well whatever next, a twin-engined truck!" The Freighter had pride of place at the GM display at the 1949 Michigan State Fair.

*"If Eisenhower had not been resistant to technology licensing, the truck division might have had a profitable long-term future"*

William Eisenhower was a member of the F L Jacobs management team. In 1943 he was 'parachuted' into the Spayd Bros operation as trouble-shooter. He not only got deliveries back on track, 18 months later – having coerced his brother, Leigh, together with another partner – Spayd Bros was acquired and the name changed to Eisenhower Manufacturing.

Less than a year later – disaster. All US Government war materiel production contracts were cancelled. The company rapidly downsized from 115 men and women to 12 key staff members. This was followed by complete shutdown. Eisenhower then re-tooled for the production of aluminium tubs for a new washing machine F L Jacobs had developed to fill its own idle production capacity. Regrettably, within two years the machine proved a washout. For Eisenhower Manufacturing, it was almost, but not quite, back to square one. During the period the plant was out of production for retooling, William Eisenhower applied his ingenuity to conceiving a truck with previously unheard of combination specification features he believed would introduce unprecedented efficiency to the long distance haulage contracting.

A core development team comprising William and Leigh Eisenhower, their partner and eight others was assembled. One of the members was Ed Merry, president of Merry-Neville, which had built twin-engined semi-trailer tractors (as indeed had a couple of other small US manufacturers). Merry had previously been chief engineer of Gramm Truck & Trailer Corp, of Delphos, Ohio. (Gramm quit truck building in 1942 to concentrate on specialist bodywork and trailers. Its trailer operations were subsequently acquired by Fruehauf).

The first truck, promoted as the Eisenhower Freighter, had a payload of 20 tons and an overall length of 35ft. The cab, engine hood, front wings and many of the basic mechanical units, including gearboxes and prop-shafts, were Chevrolet 1½ ton truck components.

The claim was made that 90% of the vehicle's maintenance tasks could be handled by Chevrolet truck dealers and independent repair shops. This was a potentially strong competitive advantage, given that Chevrolet's dealer coverage was coast-to-coast. This contrasted with established heavy truck



And the band played on... The Eisenhauer Freighter led the GM section of the 1946 parade through Detroit to commemorate the golden anniversary of the US auto industry.

makes with service network coverage largely restricted to major cities. Also, a factor that might conceivably appeal to dealers, there was no General Motors truck – Chevrolet or GMC – with a payload capacity of anything approaching 20 tons and capable of unrestricted interstate operation.

### DIFFERENT BY DESIGN

Power was provided by two Chevrolet 93bhp, 3.8 litre six-inline petrol engines. They were canted to reduce height, and installed in tandem, one under the hood, the other to its rear, beneath the cab. The front engine drove the lead Timken two-speed rear axle; the under-cab engine drove the rearmost axle. The centre rear axle was un-driven. When running unladen, the driver could shut one engine down to save fuel. The engines had interconnected intake manifolds to equalise vacuum and were synchronised so that each ran at the same rpm. For monitoring this, it is believed the driver had the benefit of twin pressure gauges, together with a control knob actuated cable system for adjusting intake manifold pressure. Although each of the two transmissions had its own shift lever, both clutches were operated by a single pedal.

Ed Merry's advocacy of twin engines for heavy trucks was independently supported by two papers presented at the 1945 annual conference of the Society of Automotive Engineers (SAE). Frank Fageol, president of Twin Coach, claimed that two 150bhp engines and their drivetrains would weigh no more than the 175bhp unit then installed in Twin Coach passenger coaches. By way of endorsement, in the paper presented by Ralph Werner of UPS, the claim was made that two 100bhp engines would yield a cost saving of as

much as 70% over a single 200bhp unit (bear in mind that smaller engines were mass produced and cheap as chips; high output engines were built in far lower volumes and thus offered no scope for passing on economies of scale).

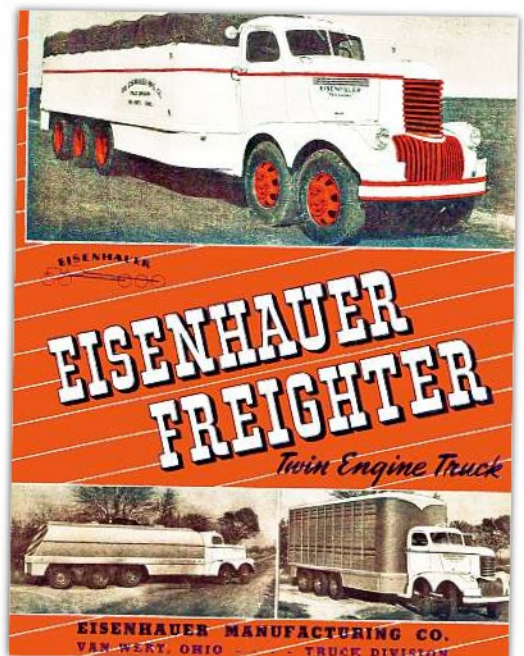
The Freighter ran on a suspension and articulation system designed and patented by Ed Merry, and subsequently used on trailers built at his Merry-Neville company. Although longitudinal leaf springs were employed all round, against conventional practice, they were not shackled to the chassis frame rails. Each spring was pivot-mounted at its midpoint to a journal bearing. The springs were connected to each other by heavy roller link chains. These wrapped around sprockets mounted to stub-shaft brackets fitted to the frame rail. The chain and sprocket setup transferred some of the upward force imposed on a spring into a compensating downward force on the interconnected spring of the adjacent axle. At the front, a telescopic tube and shaft arrangement prevented windup during braking.

Overall, the suspension kept the chassis exceptionally level and ensured smooth, stable ride quality, regardless of road surface undulations. The rearmost axle of the triple bogie was automatically articulated in response to thrust forces transmitted from the road which acted on a frame-mounted ball joint connection. To save tyre wear when travelling unladen, the second and third rear axles could be raised by manually inserting

**RIGHT: Eisenhauer sales literature: the one-off Freighter never actually ran with tanker or livestock bodywork, though the artful retouching might give a different impression.**

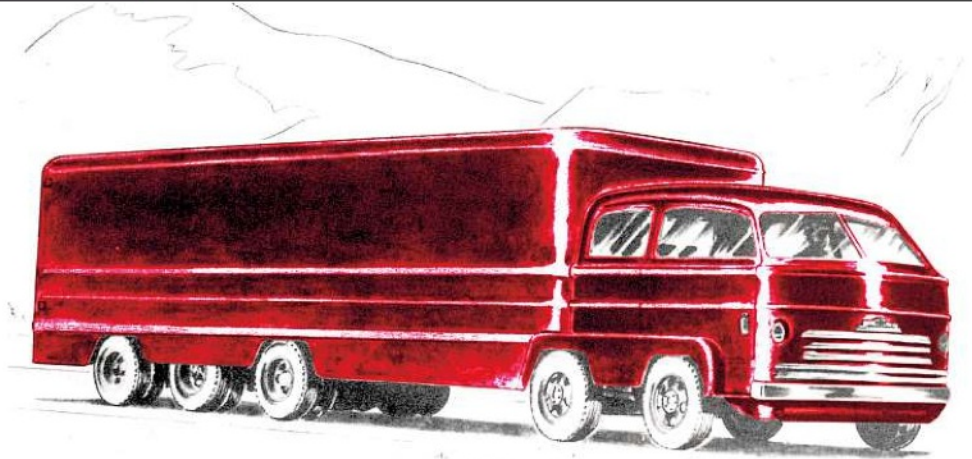
blocks before the truck was unloaded. The braking system was air-over-hydraulic, supplemented by emergency driveshaft brakes. Further demonstrating engineering of remarkable thoroughness and practicality, to reduce maintenance routine, chassis lubrication was taken care of by a simple two-header and hose system that delivered grease to all steering and suspension joints except the universal joints of the two driveshafts.

The Twin Engine Freighter created a sensation. So much so, Chevrolet's parent, General Motors, by then the world's biggest vehicle manufacturer, chose it to lead the GM section of the 1946 Detroit parade marking the golden anniversary of the US auto

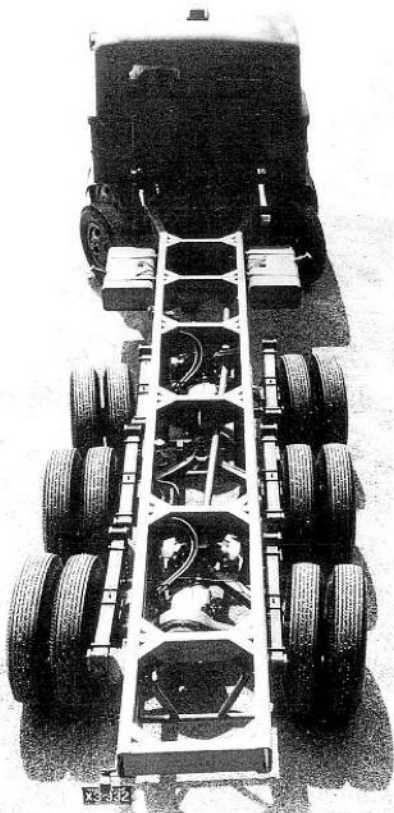




The X2 was ahead of the game in having a tilt cab – but with two engines to get at, it was a logical innovation.



While this X2 styling study is crude by modern standards, it is a fairly accurate rendition of the finished product. Note the cut-outs that highlight the four steered axles.



Revolutionary in its day, the Eisenhower X2 combined a supple, smooth riding tridem bogie suspension system with tracking/self-steer lead and rear axles.

industry. Not only was Motown the capital of road vehicle manufacture in the US, it was then capital of the world's motor industry. But massive publicity and commensurate interest was not actually converted into orders. And even if orders had materialised, Eisenhower had no production facilities to fulfil them.

### BACK IN BUSINESS

The project lay semi-dormant until, in the late 1940s, Ed Fisher entered the picture. Wealthy and exceedingly well connected, he was chief engineer of the former family business that became GM's in-house coachbuilding division. He was also chairman of Gar Wood Industries, which built sports boats, material handling systems and refuse truck bodies.

Founded by inventor and sportsman Garfield Wood (the first man to exceed 100mph on water), in the Second World War Gar Wood also produced standard-issue winches of up to 30 tons line pull for the US Army. Ed Fisher committed to financing the development of a next-generation Eisenhower, the X2, of which a total of five were built during the course of the 1950s. The X2 tag signified 'experimental', the team evidently having eaten some humble pie. The plans and investment stopped short of tooling and equipping a plant for volume production.

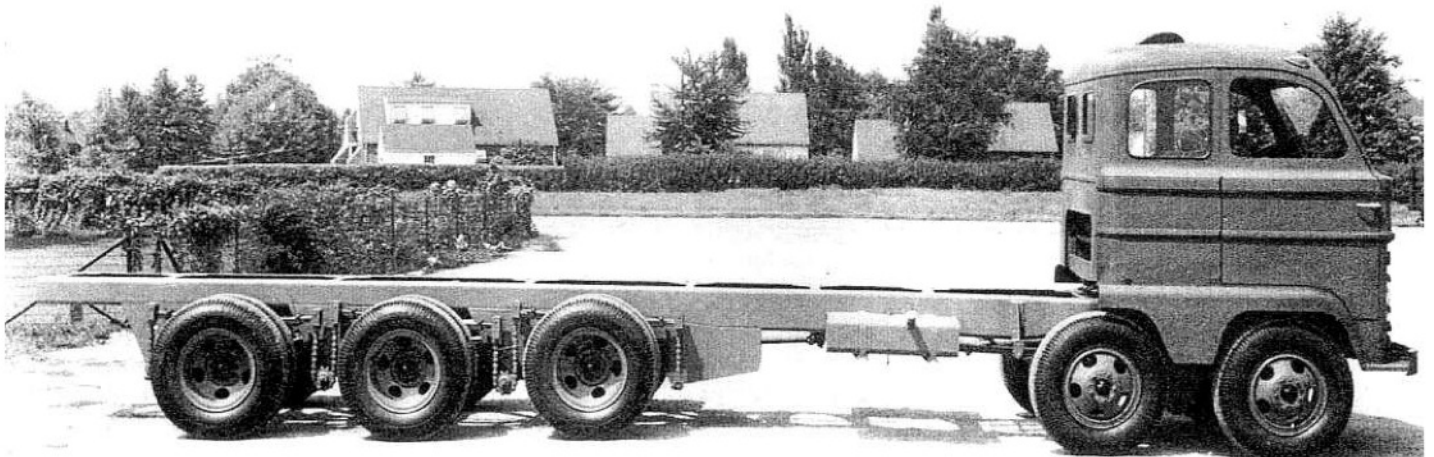
The X2 used the Freighter's advanced triple rear bogie, with the difference that the forward as well as the rear tridem axle tracked

automatically. The turn angle was controlled by geometric interconnection. The twin-steer front setup was also carried over, but was power assisted, Saginaw having introduced its system around the same time.

The biggest changes were at the front end. A cabover configuration reflected the side-by-side installation of twin 145bhp, 4.9 litre GMC inline sixes. To accommodate the power units, the frame was splayed ahead of the firewall. The combined 290bhp – whopping for a highway truck at the time – was transmitted through two 8-forward/2-reverse GM Model 303M Hydramatic transmissions. Engine speed synchronisation was unnecessary – power delivery proved smooth and progressive when the two transmissions were shifted sequentially.

Lubrication was an all-new electrically operated air-over-oil system developed by Lincoln Engineering that dispensed two drops of oil to 102 steering and suspension joints every 45 minutes. Adopted at the time for some other heavy duty trucks, its efficiency may be gauged from the fact that the components it lubricated showed minimal wear at the end of a vehicle's working life.

Despite extensive testing by the company itself and by freight operators, no orders were forthcoming – and Eisenhower lacked the financial resources to fund manufacture. Military orders were seen as a possible solution. This led to extensive testing in 1957



One of the five X2s, looking very neat and tidy. Its visual simplicity belies the inherent complexity of its engineering.



Maximum gross trucks would have looked something like this if semi-trailer rigs hadn't become the configuration of choice.



Fitted with a 6176 US gallon tanker body, an X2 was purchased for \$20,000 by the US Army in 1956 and successfully tested at Aberdeen Proving Ground in 1957.

**TRUCK, FUEL TANK, 10 TON, 10 x 4 (EISENHAUER MODEL X-2)**

Weight (empty) . . . . .	27,880 lbs.	Power Train:
Gross Load . . . . .	65,000 lbs.	Engine (2) - GMC 302 (Military)
Tank Capacity . . . . .	6,176 gal.	4" bore x 4" stroke, 7.2 to 1
Fuel Tank Capacity . . . . .	100 gal.	comp ratio, gasoline, liquid
Dimensions:		cooled, 11.5 HHP at 3400 rpm,
Length . . . . .	420 ins.	265 lb-ft at 1600 rpm.
Width . . . . .	96 ins.	Transmission (2) - GMC Hydramatic
Height . . . . .	120 1/4"	303 M (Military) 8 fwd, 2 rev. speeds.
Wheelbase . . . . .	256 ins.	Axles (#3 and #5 driving) - Banjo,
Tread front . . . . .	82 7/8"	full floating, single reduction,
Tread rear . . . . .	68 1/2"	6.17 ratio.
Turn radius . . . . .	56 ft.	Suspension:
Min. Ground Clearance . . . . .	9 1/2"	Front - Semi-elliptical leaf spring -
(at front axle torque		chain & sprocket & telescoping
tube)		torque tube
Fuel consumption . . . . .	3.1 mpg.	Rear - Semi-elliptical leaf spring -
(highway w/payload)		chain & sprocket with lead
Maximum speed . . . . .	55 mph.	arms and Gimbal mounts
(level highway w/payload)		Steering - Four wheel, power assist
		Brakes - Air/hydraulic
		Tires - Front 10.00 x 20 - 12 ply
		Rear 9.00 x 20 - 10 ply
		Chassis Lubrication System -
		Automatic, air actuated.

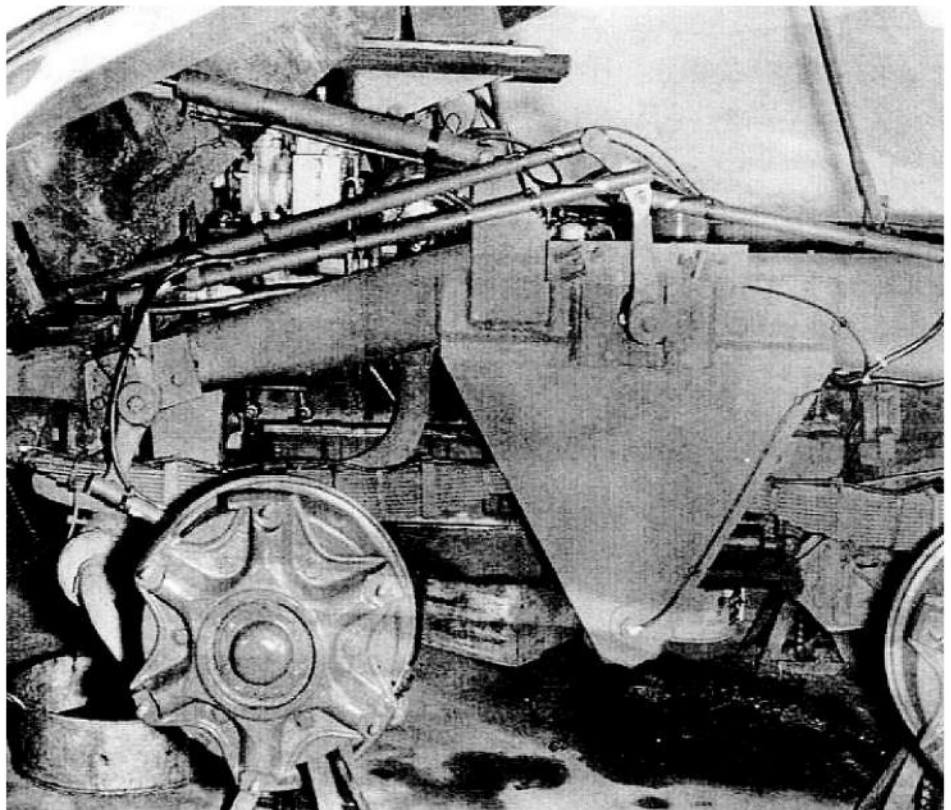
ABERDEEN PROVING GROUND 25 March 1957

'TRUCK, FUEL TANK, 10 TON, 10x4' proclaims the X2's concisely comprehensive Aberdeen Proving Ground spec sheet.

by the US Army's Aberdeen Proving Grounds in Maryland. The trials were essentially of a rough terrain nature, using a chassis fitted with tanker bodywork and designated by the military as a 10 ton 10x4. Although not totally appropriate for the X2, which was engineered as a long haul on-highway truck rather than an on/off-roader, after fixing a glitch or two along the way, the tests were passed satisfactorily.

Across poor ground, acceptable performance should not have been a surprise, given the smooth-ride properties resulting from the cleverly thought out (and patented) front and rear interconnected tandem leaf spring suspension set-ups. Allowing generous vertical wheel travel, the system ensured the ride was exceptionally level and efficiently cushioned and dissipated the shock loads of moving over bumpy ground. But the prospect of Army-funded development came to nothing, in part due to the axing by presidential order of budgets for land vehicle projects. The resources were instead switched to missile systems to counter advances in rocket technology then being flaunted by the USSR.

It is also suspected that what the US Army's engineers and equipment planners were really interested in was the suspension system, borne out by various other engineering concepts explored by Eisenhauer during the

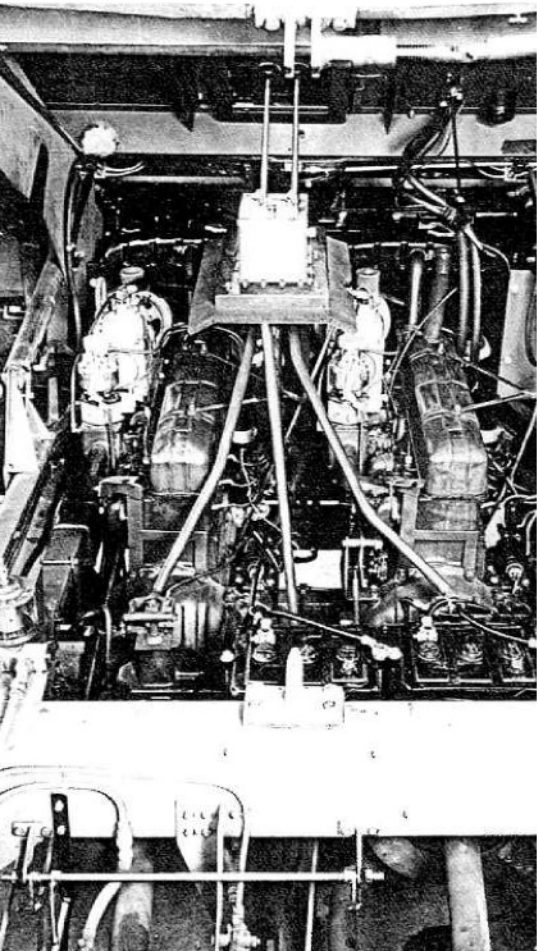


The interconnected leaf springs of the X2's steering axles were mounted on the inside of the supporting frame bracket. The rear bogie springs were outboard of the chassis frame rails.

course of the 1950s. These included a 60 ton tank transporter trailer using a suspension system derived from the Eisenhauser X2, and an all-wheel-drive medium-duty military 5-tonner. Other projects looked at but not progressed were an 80 ton capacity double gooseneck transporter moved by puller and pusher semi-tractors, a heavy-duty all-wheel-drive 10 tonner for the US Army, together with a soft-riding 21ft box drawbar trailer.

Also contemplated, but abandoned, was a rocker-beam and ball-joint link suspension designed as a successor to the interconnected chain and sprocket controlled leaf spring suspension arrangement. Another project that didn't progress beyond the concept stage was a diesel-engined aircraft refueller with a low profile, two steering axles, six rears (four with steering) and drive provided by multiple hydraulic motors. If Eisenhauser had not been resistant to technology licensing, the truck division might have had a profitable future.

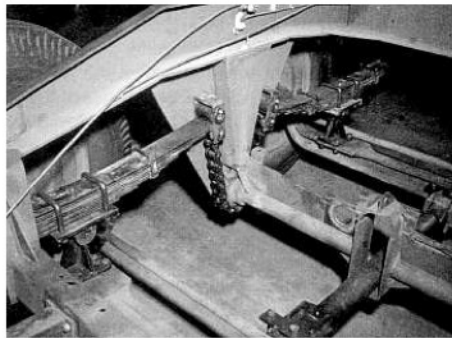
After more than a decade of perseverance, Leigh Eisenhauser Jr, who by this time headed the company, had no option but to shut down further truck activity. Today, equipped with power presses of up to 400 tons, Eisenhauser Manufacturing produces stampings and sub-assembly fabrication and associated tooling. Not perhaps as exciting as the Freightner and X2 sagas, but business is business.



The X2s had twin 145bhp Chevrolet 6-inline petrol engines mounted side-by-side. The GM Hydramatic transmissions were shifted sequentially to put power down smoothly and progressively.



Running on 1951 Ohio plates, an X2 was tested by Roadway Express and other operators. The cab is believed to have been fabricated by Gar Wood.



This photo shows an X2 front-end during construction. Clearly visible are the suspension system chains connecting the leaf springs.



Four of the total of five X2 cabover-engine chassis built by Eisenhauser. Assembly took place in a building owned by a Louisville Chevrolet dealership.



The X2 was engineered to overcome inefficient truck and trailer designs dictated by state highway vehicle regulations. A study by Eisenhauser concluded that ill-thought out laws made an unintended contribution to highway and bridge deterioration.





# THE CLOCKWORK SPY

Remember when the tachograph was made compulsory on lorries? Remember all the arguments over the 'spy in the cab'? What was all the fuss – there had been other devices 'spying' on drivers for years.

Words & Photography: Stephen Pullen

Looking back, the first accepted forerunner to today's tachographs was the Jones Recorder of 1912. Since then there have been many different devices to keep tabs on what a vehicle has been doing, and we'll look at them in more detail in a later issue of *HC*. However, in Britain one of the main types used over the years was the Servis Recorder, so we'll look at that first.

I say recorder but in reality there were several different versions and upgraded types, but the most common one is featured here. Looking a bit like a cartoon landmine with a clock in the centre, the device was usually bolted to the back panel of the cab and was a very simple device. Opening up the casing reveals a small mechanical clock, which is wound by the wheel mounted on the back of the mechanism. A paper chart is clamped to this wheel and so is turned as the clock winds down.

By shutting the casing, a metal pointer/stylus comes into contact with the paper chart. This is actually a red coloured paper with a thin coating of white film on its marked face. As the chart turns, the stylus scratches off the white coating, drawing a thin red line. However, the stylus is connected to a pendulum mechanism which will raise/lower the stylus as the pendulum swings due to the vibration of the vehicle moving. This will cause a thick red line to be scratched on to the chart. Therefore the boss can look at a chart and see in an instant how long a vehicle has been standing idle, how long it was moving and at what times.

Some would say this device was there because the drivers weren't trusted. Bosses would point out it helps keep on top of vehicle maintenance. Whatever the arguments, since the Jones Recorder of 1912, the 'spying' has only increased. Where will it end?



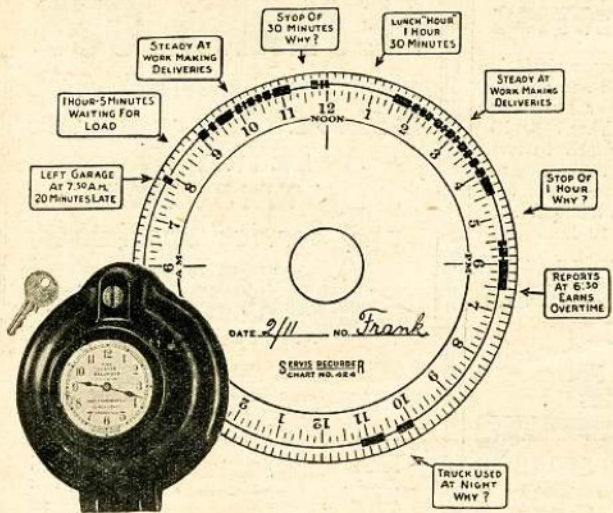
Not all Service Recorders had visible clocks, as some had a metal cover.



The clock was wound by the black wheel. The chart was clamped to this wheel.

Clock to turn recording chart.

# A TIME CLOCK *for* MOTOR VEHICLES



A Servis Recorder Chart shows the running time and the standing time of a vehicle.

See how easy it is with this chart to—

- Cut out time wastages.
- Keep within Section 19.
- Check drivers' records.
- Supervise rest times.
- Reduce overtime.
- Prevent overdriving.
- Prevent accidents.
- Reduce maintenance costs.
- Know what is done *with* vehicle time.

Models for 1, 3 and 9 days will be on **STAND 237, COMMERCIAL VEHICLE SHOW.**

Over 100,000 in daily use.  
British Made.

Write for a 12-page catalogue to:—

**SERVIS RECORDERS LTD., 73a, Red Lion St., London, W.C.1**



The back of the recorder.

The chart clamped into position.

A 1937 dated advert for the Service Recorder.

Pointer/stylus.

Pivot.

Mechanism to reset pointer to start position.

Pendulum.

The simple working mechanism.

# Fife flyer

Tractor enthusiasts often use classic commercials to transport their machines to shows, and Robert Aird from Fife is no exception. **Bob Weir** went to the Forth Bridges to check out a favourite Swede.

Words & Photography: Bob Weir

## History of the Forth Bridges

Over the last century the Forth Rail Bridge has become one of the UK's engineering icons, and has earned a worldwide reputation.

A familiar logo on Scotland's bank notes and tourist souvenirs, its 1.5 mile (2.5km) length became the world's first major steel bridge. Utilising girder spans of 1710ft (521m), it still ranks as one of the greatest construction feats in history. Work started on the bridge in 1883, and was formally completed on March 4, 1890, when His Royal Highness the Prince of Wales tapped in a golden rivet. The bridge cost £3.2 million (a quarter of a billion pounds in today's money), and at its peak the workforce numbered over 4000, 50 of whom died during its construction.

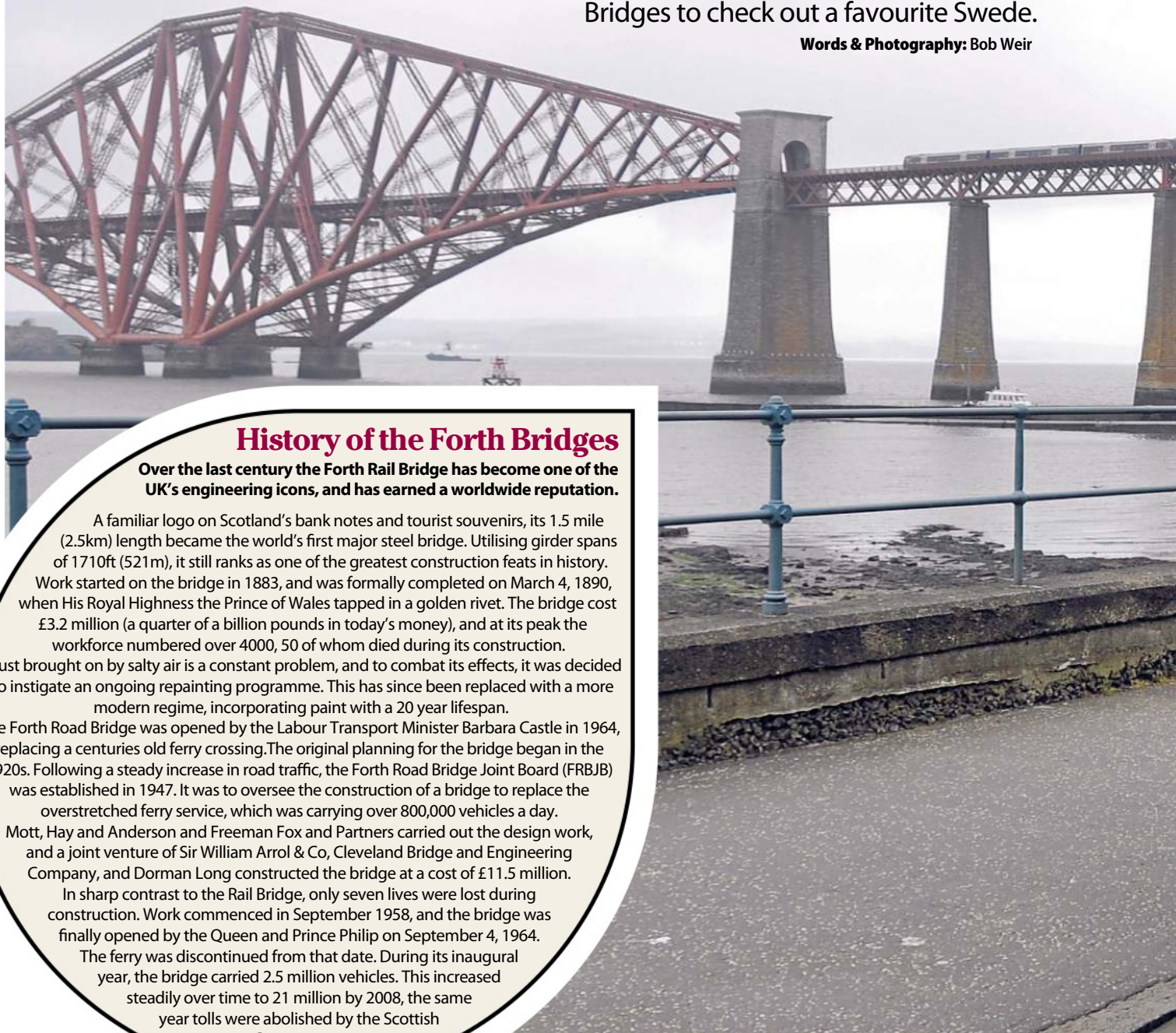
Rust brought on by salty air is a constant problem, and to combat its effects, it was decided to instigate an ongoing repainting programme. This has since been replaced with a more modern regime, incorporating paint with a 20 year lifespan.

The Forth Road Bridge was opened by the Labour Transport Minister Barbara Castle in 1964, replacing a centuries old ferry crossing. The original planning for the bridge began in the 1920s. Following a steady increase in road traffic, the Forth Road Bridge Joint Board (FRBJB) was established in 1947. It was to oversee the construction of a bridge to replace the overstretched ferry service, which was carrying over 800,000 vehicles a day.

Mott, Hay and Anderson and Freeman Fox and Partners carried out the design work, and a joint venture of Sir William Arrol & Co, Cleveland Bridge and Engineering Company, and Dorman Long constructed the bridge at a cost of £11.5 million.

In sharp contrast to the Rail Bridge, only seven lives were lost during construction. Work commenced in September 1958, and the bridge was finally opened by the Queen and Prince Philip on September 4, 1964.

The ferry was discontinued from that date. During its inaugural year, the bridge carried 2.5 million vehicles. This increased steadily over time to 21 million by 2008, the same year tolls were abolished by the Scottish Government.



**H**istorically Fife was one of the old Pictish tribal strongholds, and is still commonly known as the 'Kingdom'. Robert lives in Markinch next to the new town of Glenrothes.

"I was actually born in Buckinghamshire, but my family has lived here now for many years," he explained. Robert comes from a farming background but currently works for the Reekie Group, the oldest surviving Massey Ferguson dealership in Scotland.

He said: "My grandfather had a couple of farms up at Fintry near Stirling, and my father also worked at a holding near Kirkcaldy. He rents our current property at Kirkforthar, and it's mainly used for taking care of horses. I'm a mechanic at the local Reekie depot."

Robert also managed to get into ploughing at an early age. There is a newspaper cutting from Scotland's premier newspaper, The

Herald, dated September 18, 2000, of a 13-year-old competing at a Stirling and Bannockburn Vintage Ploughing Association match at Fool O'Green farm, Whins of Milton.

"My grandfather Harry Aird used to encourage me," he recalls. "It also got me interested in old tractors."

Robert now owns a fine collection of nine Massey Ferguson tractors, and still has several machines on his shopping list.

He said: "Masseys are just a tractor I have always liked. When I was a young boy I'd see a lot of them working on farms. I liked the colour and the size, and I suppose it came from there. I always wanted one or the other, but I never thought for one minute I would eventually end up with the collection I've got today."



Robert Aird and his girlfriend Jade. Robert's father also owns a Scania 3 Series, which is used as a horsebox.



A bit of Sweden's engineering history with a bit of Scotland's – the Forth Rail Bridge.

The Beavertail body was fitted by Gavin Bell. The Scania had a demountable body fitted while in the fire service.



But if owning a stable of tractors is one thing, transporting them to shows is another matter. “Many of the top agricultural shows in Scotland are miles from where I live, and this is where the Scania comes in handy,” he explained. “Obviously it’s not practical to physically drive a tractor to a show, unless the rally is a local event within a radius of just a few miles. If nothing else, you’d hold up the rest of the traffic!”

### A SWEDE IN SCOTLAND

Robert’s Scania is part of the 3-series family. These were first introduced in 1987, as the

successor to the popular 2-series. Models included the 93, 113 and 143.

The vehicles were offered in a range of different horsepower and engine sizes, before being phased out in 1995. During its successful career the lorry went on to win the ‘Truck of the Year’ award in 1989, and was an early example of ‘made to measure’ vehicles specifically geared to an individual customer’s requirements.

“As far as I’m aware the Scania was new in 1990 and was originally owned by the fire brigade unit permanently stationed at Glasgow airport,” Robert explained. “I believe

it was equipped with a demountable body, and was being used as a water-tender in the event of an incident. Scottish fire brigades have a good reputation for looking after their vehicles, and the Scania would have led a fairly comfortable life.”

The Glasgow Airport Fire Service is part of the British Airport Authority Fire Service. The site is a category 9 facility, which means the service is on duty 24/7. A divisional officer is in charge of the unit, and the duty is spread between four watches consisting of a station officer, sub-officer, and at least three leading firefighters.





The Forth Road Bridge doesn't quite have the engineering 'impact' of the world famous Rail Bridge.

### Specification

<b>Make/model:</b>	Scania 93M 210
<b>Year:</b>	1980
<b>Registration:</b>	H438 WGG
<b>Engine:</b>	9 litres
<b>Capacity:</b>	210bhp
<b>Transmission:</b>	6-speed

The service currently uses a mix of vehicles, which has changed over the years. These are all equipped with VHF radios with three frequencies, linked to the Tower, Ground Control and the International Fire Frequency, so the OIC (Officer-in-command) can talk to the plane. In addition the force is equipped with a radio linked to the Strathclyde Fire Brigade's Brigade Control in the nearby town of Johnstone.

"When the Scania was eventually stood down with 58,000 miles on the clock, it was then put through a Glasgow auction house where it was bought by haulage contractor

Gavin Bell," said Robert. Readers may be familiar with Mr Bell, whose fine collection was featured in the June 2009 edition of *Heritage Commercials*.

"I bumped into him at the 2010 Biggar rally, where he was advertising the lorry," Robert recalls. "I had a long chat with him, and we ended up coming to an arrangement.

"I believe he was responsible for refurbishing the Scania, and had added the beavertail body before I acquired the vehicle. The lorry is still painted in the 'J C Bell Haulage Contractor' company livery, which he had applied during its makeover. All I had

to do was tidy it up a bit, remove the name and add the aerofoil and deflectors.

"I've always had a soft spot for the 3 Series, because they are so reliable. My father also owns a 113 that he uses as a horsebox, so you could say it runs in the family."

Robert had already passed his HGV licence the previous year, and could not wait to get behind the steering wheel.

He said: "Because of the low mileage everything on the lorry was working as it should. The steering and gearbox were light and precise, and it is easy to drive. The vehicle is equipped with a comfortable cabin, and forward visibility is excellent.

"I've also noticed that when I take the lorry to shows it usually attracts a lot of attention, and not just because it has got an old tractor sitting on the back. I think people are pleasantly surprised that the Scania is in such good condition. I've also been given to believe that this particular model is getting harder to find, as most of the lorries were exported to other countries."

Being an experienced mechanic, Robert does his own maintenance and servicing. So far, he has nothing significant to report.

"Owning the lorry has been pretty straightforward, and a lot of fun," he said. "The only incident I've had so far is when I was driving south to the big tractor show at Newark near Nottingham. I had to go into the weigh station near Moffatt in the Borders, and they went through the lorry like a dose of salts. I assumed at the time that the reason they were being so thorough, was because the vehicle was being operated on a private basis. After a nervous half an hour, they couldn't find anything wrong so they let me go."

Although Robert regularly wins rosettes for his tractors, he has yet to enter the Scania in any commercial vehicle competitions. He said: "Because the Scania is a bit more modern than a lot of the other trucks that are usually entered in shows, I have held it back so far. However, as I have received a lot of positive comments, I might take the plunge this summer."

*"The Scania was originally owned by Glasgow Airport Fire Service. It then passed to haulage contractor Gavin Bell, before Robert purchased it in 2010."*



Robert works as a mechanic for a Massey Ferguson dealership, and has a collection of nine classic tractors of his own to move about, such as this superb 185.

# ROLLS-ROYCE

## transport for 'Rolls-Royce' ice cream

Think of summer and you think of ice cream, and nowhere more than in Musselburgh, just outside Edinburgh. It is home to the 'Rolls-Royce' of ice cream, the Luca family claim, and they enjoy nothing but the best transport to get it to customers in what is believed to be the world's only Rolls-Royce ice cream van.

Words & Photography: Hugh Dougherty

**T**he Luca family have been making ice cream since 1908, when Luca Scappaticcio, fresh from his native Italy, set up shop. They soon found that it was easier for locals to pronounce Luca's first name, and it was Luca who went on to buy the company's iconic Rolls-Royce in 1937. It's been a vital part of the business ever since.

Company events manager Clark Whitehead, who married into the family, said: "Our Rolls-Royce 20hp was originally built as

a limousine for the Marquis of San Miguel in Spain in 1923. It was then owned by Viscount Scarsdale and passed through a succession of owners until Luca bought it in 1937 from the Southern Motor Company in London. He converted it into an ice cream van and it's been with us ever since."

The pride and joy of Michael, one of the third generation of the family, XP 3326, complete with its three gears and cable brakes on the rear wheels, is every inch a thoroughbred. Michael does all the

maintenance and bestows loving care on it, before sallying forth, well-stocked with ice cream, cold drinks and sweets, to delight local palates. "It is something of an art form driving her," he concedes, "but she's very reliable and is much loved locally. The Rolls is a real asset to our business."

When not on the road, either down at the beach at nearby North Berwick or selling ices at busy Musselburgh Racecourse on race days, the Rolls is hired out for weddings and other functions and is a familiar sight on the roads



Still ready for a day's work at 90 years old.





Clark Whitehead shows off the world's poshest ice cream van.



The spartan driving position



Michael gets ready for the road.



On its way to serve up the cones and wafers at Musselburgh Races.

round the Scottish Borders. "Folk there, especially, seem to love having Rolls-Royce ice cream deliveries at their weddings," smiled Clark. "She's adept at climbing those Borders hills, even though she's over 90!"

### BRITISH CRAFTSMANSHIP

The Rolls is polished to perfection and is garaged at the rear of the company's Musselburgh cafe on the town's main street. Open the driver's door and you're struck by the tiny and not-too-comfortable driver's seat, the smell of leather, woodwork and petrol, so characteristic of vehicles of its vintage; and, above all, by the space surrounding the controls and original Rolls-Royce dials, knobs and window winders. Nothing is cramped, and it comes from an era of traditional British craftsmanship and luxury motoring, yet is a vehicle which has always worked for its living. And it earns a zero road tax rating, thanks to its age.

All fittings and controls are original, tyres come from a specialist supplier and the last new set is 10 years old, reflecting restricted mileage as befits a 'lady' of this age. But it is reliable, conforms to today's food hygiene rules and regulations and is environmentally friendly, using the latest plug-in-and-charge

ice cream freezers which keep the wares cold throughout a 12-hour day's selling period.

"We also have good relationships with Loretto School, which is almost next door to us," smiled Clark, "and generations of pupils have been served from the Rolls, so she's very much part of the town's surroundings. We've done a little maintenance on the bodywork, with new roofing felt for example, but that apart, she's easy to keep on the road given the original build quality and we plan to keep her serving up our ice cream well into the future."

And the Rolls-Royce of ice cream vans isn't alone at Luca's, for the company also operates a 1950s Bedford CA ice cream van, complete with the column gear change and chrome work of its era, and two custom-built vans, whose origins are original-design BMC Mini running units.

"You could say we like our vintage vehicles," said Clark, as he showed me what all the vehicles do best, by serving up and proffering a creamy '99' cone through the serving window of the Rolls-Royce.

And the ice cream? I had to agree that it is the Rolls-Royce of its genre, and tasting all the better for being served from a unique ice cream van which comes with a built-in taste of the past.



The Bedford waits its turn on the road.



The other fleet members are six-wheeled Hustlers, built on first generation Mini running units.

# Next month

ONSALE JULY 17, 2014



## MEMORIES ARE MADE OF THIS

It may have started life in Derbyshire as a specialised cement mixer but thanks to the fantastic restoration efforts of Andy Turner, the fondest Yorkshire memories of Tony Hawkridge have been totally rekindled. All Bob Tuck reckons is that 552 ANU must now be the quickest 1959 Foden S20 6x4 on the planet.

## RETURN OF THE HAPPY WANDERER

Few people in transport are remembered with such affection as the late Brian Harris. So it's all the more fitting that his longest serving lorry is still carrying his colours to this day.



## LIKE FATHER, LIKE DAUGHTER

Little did Paul Brook think when he set up his Rusty Trucks restoration business that his first dedicated subcontractor would be daughter Debbie. But as Bob Tuck finds when he visits their Appleby premises, the combination is proving to be a win, win situation. Left is an example of their work.



## PLUS

Railway owned commercials – part 3. Ford AA restoration. On location. Archive album. News, events and More.

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 Miscellaneous               **Picture enclosed**

Name: .....

Address: .....

Area/County: .....

Telephone: .....

Email: ..... \*Not published

Signature: ..... I confirm that I am not a dealer

Date: .....

MONTH

CODE

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## AEC MANDATOR



Ext/Unit power steering, hyd crane, runs/drives ok, £3750; also 1984 ERF B'ser T/Unit sleeper cab, vgc, POA.  
Tel. 07759 473380. *Lincs*

## 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, £10,000 ono  
Tel. 01666 510091. *Wilts*

## AEC MERCURY RIGID



1962, extensive restoration 10 years ago, reconditioned AEC 470 with low mileage, 6-speed overdrive gearbox, coach built cab, genuine Irish assembled, great runner, £20,000  
Tel. 00 353 868 388083 after 6pm. *Eire*

## AEC MILITANT



front bumper for winch model, new fairlead rollers fitted, any reasonable offer or goes to the scrap man.  
Tel. 01968 661198. *Peeblesshire*

## ALBION B118



1937, nut and bolt restoration, new hardwood cab and body, re-built radiator, 4 cylinder Albion petrol engine, original brown log book, good runner, £13,000  
Tel. 07803 902053. *Derbys*

## ALBION CHIEFTAIN FT III KTR



1958, Tractor unit, spec EN 287 engine, 5-speed box, Eaton 2-speed, axle recovery, body with H.F. crane, owned for 36 years, £8000 ono  
Tel. 01946 67874. *Cumbria*

## ATKINSON MK 1



1966, Offers  
Tel. 01382 370558. *Tayside*

## AUSTIN K3



Dropside 1939, lovely vehicle, cab in style of railway vehicles, built after war, good history and original number plate, £4950  
Tel. 01706 229845. *Lancs*

## BEDFORD J2



WB Tipper, tax and MoT exempt, £5000; FORD ET6 spares, engine, axles, gearbox, POA; Leyland Clydesdale, Cylldsdaled engine gearbox, £500.  
Tel. 07771 545131. *London*

## BEDFORD KM



1967, runs and drives, some rust, alloy bulk grain body transforms to flat bed lorry, new driver side f/wing and 6 good tyres and wheels, new air gauge, £2000  
Tel. 01304 841837; 01304 813261. *Kent*

## BEDFORD MARSDEN PANTECHNICON



Former furniture removal truck, had housed a fairground organ, this vehicle would be perfect for something similar to be put in, or even a mobile home,  
Tel. 0780 8021539. *Tyne and Wear*

## BEDFORD TK



Restored horsebox/tractor carrier with living area, sleeps 2/4 people, six cylinder petrol engine, 1971, MoT Dec 2014, tax free, £5950  
Tel. 01323 642797. *Eastbourne*

## BEDFORD TK



330 Engine, 5 speed box, good condition, must go due to lack of use, no time wasters, no offers. £5000  
Tel. 07889 383952. *Devon*

## BEDFORD TK



Green 16ft bed, 1989, 20" tyres, vgc, 300 turbo 4-speed cab, very good, reducing collection, other Bedford spares for sale, MW, 07, QL, RL. £5600 ono  
Tel. 07831 138408. *Berks*

## BEDFORD TL 1260



1984, t&t, good cond, excellent mpg, new king pins & steering parts, may take 4x2 unit or why? £4995  
Tel. 07813 213727. *E Yorks*

## BRISTOL LHS



1982, with Plaxton 33s body with express doors, over £4500 spent on it, dry stored, drives well but no MoT. Offers over £2500  
Tel. 07970 277320.  
tonybatchelor@hotmail.com

## CHEVY PICK-UP



6 ltr diesel, 'R' reg, taxed 'til Nov, new MoT, 43,600 miles, vgc, new cab, drives perfect, new tyres, £2600  
Tel. 07548 983430. *Surrey*

## DENNIS DOMINANT



1974, Perkins 6.354, Eaton gearbox and 2 speed axle. a large amount of spares to be included with lorry. present owner last 34 years, sale due to loss of space.  
Tel. 01458 860289 eves. *Somerset*

## ERF B SERIES



1977, 6x4 Wrecker hydraulic jib, A-frame, lots of new parts, ready to work all day, £7000  
Tel. 07961 562873.

## FORD THAMES TRADER 5



1960, diesel flatbed, runs well, good around condition, ex-Switzerland, £3900  
Tel. 32 (0)475 413912. *Leics*

## KEW DODGE



Rare 1942 pump/escape new to NFS - originally mobile water dam, rebuilt post-war by HCB, kept under cover until recently, currently non-runner, needs body repairs. Offers invited  
Tel. 01327 340277. *Northampton*

## LANDROVER FIRE ENGINE



1974, 2 1/4 petrol, fully kitted, new parts, ex Corus PT Talbot on the road, drive away, £2500  
Tel. 01929 424786 for details.. *Dorset*

## LEYLAND SUPER COMET



1967, 400 engine, 6 speed gearbox + 2 speed axle, comes c/w original sides and tailgate, offers invited.  
Tel. 0754 2564598. *Cambs*

## MACK 6X6



1948, original Billy Smarts circus, original 12ltr petrol engine, good condition, everything working, must sell offers around £15,000  
Tel. 07850 437293. *Brighton*

## MORRIS COMMERCIAL FE



5 ton flatbed c/w chains for milk churns, 1956, orig reg no, spare wheel and carrier + two additional wheels and tyres, exc cond, restord 15 yrs ago and garaged since, on the button, £7500  
Tel. 07836 590455. *Surrey*

## SCAMMELL HIGHWAYMAN



Highwayman, 1956, crow carrying company, barking gardener engine, in excellent condition, runs and drives perfect, POA  
Tel. 07548 983430.

## SEDDON ATKINSON



1989 Strato. Showmans Special, tail lift self-locking coupling good condition was overalled in 2012, last 7 years was used for one journey a year. side door with sleeping quarters, £2000 ono  
Tel. 01243 544401. *W Sussex*

## SEDDON ATKINSON 301



1985, 4x2 day cab with PTO, vgc, also Seddon Atkinson 301 sleeper cab, 1985 unit, Cummins engine, vgc, £3500  
Tel. 07759 473380. *Lincs*

## STEWART TRUCK



1935, Norway, Tonsberg, v good object for restoring, stored inside last 33 yrs, all parts from cowl and forward incl. h/lamps, engine runs nice, overhauled, will assist in transporting [Larvik], £1500  
Tel. -97434077. *Norway*

## V8 DETROIT



Spicer box, Eaton double drive, Holland 5th wheel on slider + Ringfeeder, chassis good, talk to local container port. (More photos available).  
Tel. Ken 00 640 272740241. *Dunedin, NZ*

**VOLVO FL6**



1988, 'F' reg, 26ft body, air suspension, 24v winch, load boxes, ramps, sprung caravan hitch, t&t, very clean & tidy lorry, **£4250 ono**  
 Tel. 0779 9016933. *Lincs*

**BEDFORD**



K Type, 1952, used weekly, drive anywhere, **£12,500 ono, might p/x**  
 Tel. 01256 862261; 07717 834262.  
*Hants*

**LEYLAND ROADRUNNER**



Spares or repairs, on Sorn, **£650**  
 Tel. 01492 518152. *N Wales*

**SCAMMELL EXPLORER**



1950, with Leyland 600 Powerplus engine, usual crane and winch, all working, restored into show land livery, **£9500**  
 Tel. 07771 574584. *N Yorkshire*

**CASE**



R Standard, 1939, good condition, nice paint, new tyres, electric start, must be seen **£4250 ono**  
 Tel. 01949 838481. *Notts*

**CLAAS SENATOR 70**



combine, 1973, 10ft cut, no cab, no chopper, very good tin work, has cut 60-70 acres per year recently, **£1500 ono**  
 Tel. 07748 657835. *Lincs*

**DAVID BROWN**



50D, very rare tractor with a factory fitted loader, vgc, tin work very good, starts first time, excellent runner, offers around, **£27,500**  
 Tel. 07805 957316.

**DAVID BROWN 25D**



1956, local tractor, V5 log book, no cracks in block, tyres 98%, starts really well, **£2300**  
 Tel. 01304 364526. *Kent*

**DAVID BROWN 50D**



Built 1955, 2 years complete restoration, engine, gearbox rebuilt, new bearings throughout, over £12,000 spent on rebuild **POA**  
 Tel. 07737 325897. *Glos*

**DAVID BROWN 995**



full working order, excellent quality restoration, **£2600 plus VAT**  
 Tel. 01335 370210. *Derbyshire*

**FARMALL**



Earlier restoration, electric start, nice condition, front tyre 90%, back tyre 80%, has midtool hydraulics, stored inside since restoration **£2950**  
 Tel. 07770 382563. *Lincs*

**FERGUSON CORDWOOD**



Circular saw in fully servicable condition complete with original brass plate, drive belt and pto pulley, **£575**  
 Tel. 07715 175419. *Essex*

**FERGUSON TE20**



1948, with Perkins P3 diesel conversion fitted in 1952, **£2300**  
 Tel. 07880 586563. *Norfolk*

**FERGUSON TEA20**



1948, petrol, original log book, transport box, starting handle, draw bar, owned 30 years, three owners, good working order, light surface rust, **£1350**  
 Tel. 07975 535522. *Shrops*

**FERGUSON TED-20**



petrol, TVO good condition, new clutch kit, good tinwork, runs well, year 1950 **£1500 ono**  
 Tel. 01629 822187. *Derbyshire*

**FORDSON STANDARD**



1944, complete with rotohoes rotovator, restored in 2007, original rear tyres & new fronts, complete with both brown log book, V5, **£3000**  
 Tel. 01789 720629. *Warcs*

**HANOMAG R12**



two/diesel, 1957 **£3000 ono**  
 Tel. 07979 251877. *Warks*

**INTERNATIONAL**



B414, 1965, CAF230C, this has had the engine completely rebuilt 3 years ago including cylinder head, owner is 81, please ring for details, plough for sale if req **£3000**  
 Tel. 01566 86659. *Cornwall*

**JCB GROUNDHOG**



4x4, diesel, doors, heater, new tyres, low hours, **£6495 plus VAT**  
 Tel. 07720 865364. *Cheshire*

**KAWASAKI MULE**



full cab, very low hours, 4x4 diesel, **£720**  
 Tel. 07720 865364. *Cheshire*

**MASSEY HARRIS**



Pony tractor, Simca France petrol engine, pto & belt pulley, very straight and original good running order, **£1100 ono**  
 Tel. 07767 384707. *Hampshire*

**NUFFIELD 4/60**



engine full rebuild, tin work straight & tidy, wired up with an alternator & starts first turn off the key, pulls well, V5C present  
 Tel. 07926 030252. *Bedfordshire*

**SMYTH SEED DRILL**



tractor drawn, vgc, been barn stored for many years, selling on behalf of a friend, sensible offers.  
 Tel. 07841 873629. *Essex*

**AEC BRS**



1960s Dinky lorry, all original, no box, **£55 plus p&p**  
 Tel. 07904 612841. *Kent*

**AEC DINKY**



60s-70s, car transporter, good condition, no box, **£50 plus p&p**  
 Tel. 07944 285293. *Kent*

**CORGI MERCEDES**



Howe Brick lorry, very good condition, no box, **£40 plus p&p**  
 Tel. 07944 285293. *Kent*

**CORGI MODEL HAULERS**



of renown 1-50 scale Mercedes-Benz, Actros Rawlings transport plus 4 others, **£35 each plus p&p**  
 Tel. 07786 385415. *Cheshire*

**DINKY AEC MONARCH**



1949, Shell tanker, **£95 inc post**  
 Tel. 01829 733969. *Cheshire*

**DINKY MIGHTY ANTAR**



Lowloader with Chieftan tank, good condition, 1960s model, **£45 plus p&p**  
 Tel. 07904 612841. *Kent*

**DINKY TRACTORS**



two rare tractors, orange Leyland and rubber tyred version of Massey Ferguson, **£65 each in p&p**  
 Tel. 01829 733969. *Cheshire*

## FODEN RECOVERY VEHICLE



1/50th scale model Foden 8 x 4 heavy recovery vehicle, in Foden livery and with Foden and Gardner artwork, Harvey Frost recovery crane fitted.  
Tel. 01535 672144 or 0796 2097931. W Yorks

## FODEN TIPPER



Dinky model, excellent condition, original, boxed, £65 plus p&p  
Tel. 07944 285293. Kent

## MERCEDES HOWE CORGI



brick lorry with load, excellent condition, not boxed, £40 plus p&p  
Tel. 07904 612841. Kent

## SEDDON ATKINSON



Corgi Classic, Gibbs refrigerated lorry, all boxed, in excellent original condition, £50 plus p&p  
Tel. 07904 612841. Kent

## TWO DINKY BEDFORDS



1950, in excellent order, £95 each inc p&p  
Tel. 01829 733969. Cheshire

## TWO DINKY FODENS



1949, Mobil oil and chain wagon, as used by Breweries of the period, both been stored in display cabinet, £135 each inc p&p  
Tel. 01829 733969. Cheshire

## VOLVO GLOBETROTTER F16



Conrad 400 low loader, vintage, hard to find model, all boxed, all original, lovely model, £95 plus p&p  
Tel. 07944 285293. Kent

## LANZ D6006



Model £225 plus p&p  
Tel. 01624 801673. Isle of Man

## NEW HOLLAND COMBINE



TX66 Mmodel £55 plus p&p  
Tel. 01624 801673. Isle of Man

## AVELING & PORTER



'E' type, rear rolls removed from a 1926 roller, now surplus to requirement, save them from the scrap man.  
Tel. 07891 207432. Devon

## BEDFORD REAR AXLE



Bedford 'O' type rear axle, in working condition, £200  
Tel. 07790 339448. Lancs

## BEDFORD YRQ/YRT



new/old stock, Eaton remote gear box top (reversible) fits other gearboxes, £40; diesel fuel gauge tank unit P/N 7974408, still boxed, £15.  
Tel. 01202 743006; 077020 61102. Dorset

## DIESEL INJECTOR PUMP



Foden, 4 cylinder, 2 stroke injector pump, good working order, £250  
Tel. Derrick on 07401 222242. W Yorks

## VBO 200



tow hitch, good working condition, £150  
Tel. 07964 156594. W Yorks

## ZENITH CARB



Type 36 VEA, F 1/2, 1/4, 1/8" bore solid brass, ex float chamber, no wear, in spindle, £25 + pair; gen old chrome on brass headlight surrounds, 7%, 1/D, 10 1/2" O/D, screws perfect, £20 pair  
01202 243006; 0770 2061102. Dorset

## ALLEN SCYTHE



complete, for spares or repairs, has a power unit and grass cutting cylinder attachment, collection only £50  
Tel. 01507 692181. Lincs

## INTERNATIONAL W4



Ransome RSLD no.15 plough, both in good working order, £5500 no VAT  
Tel. 07774 831869. Wilts

## LISTER COCKSHUTT



Two furrow plough, in need of restoration, £300  
Tel. 07763 761510. Kent

## MASSEY FERGUSON



100 Series gear, new, £85  
Tel. 01502 561657.

## PZ300 HAYBOB



good & springs good condition, surplus to requirements, £900 plus VAT  
Tel. 01652 656572. Lincs

## TRAILER



8ft x 4ft, drop tailboard, water, coal, cart, suitable for steam engine, vgc,  
Tel. 01553 636508 after 6pm. Norfolk

## UNIQUE LANDROVER HYBRID



6.2L Hummer diesel engine and Range Rover running gear with OD, reg 1963 new MoT, RFT, amazing pulling power, full roll cages and 4 point seat belts, must be seen to be appreciated, £4000  
Tel. 0783 4039585. W Sussex

## ADVERTISING SIGN



"Pierce" 9"x6" cast iron name on back, good condition, £85 ono  
Tel. 01507 601973. Lincs

## INSTRUCTION MANUAL



Fordson Major E27N, January 1949, 196 pages, Digital reproduction of original, very clean, £45 + £3 p&p  
Tel. 01507 533289. Lincs

## MAN 8150



1988, 7.5tonne, flatbed with Beavertail winch & hiab, ideal for shows or ploughing matches, t&t, drive on car licence, cheap to insure, reliable, £2000 ono.  
Tel. 07958 702529. Somerset

## SALES LEAFLET



for Massey Ferguson Combine, £25. Mil Loader for F Major leaflet assembly instructions and spare parts list, £25.  
Tel. 01502 561657. Suffolk

## NISSAN PICK-UP D22



24,500 miles, good tyres, winch, ramps, towbar. £3300 ono  
Tel. 01246 235672. Derbyshire

## WANTED: 24" WHEELS



rims with tyrelocking rings and 2 scallops,  
Tel. 00 314 55320246.  
jeanipiere@gmail.com

## AEC LEYLAND



Ergomatic rear of cab rubber wings wanted, approx 19" wide as photo, only new unused original Leyland parts please, good price paid.  
Tel. 01780 470229 (Please leave a message). Cambs

## TOYOTA HI-LUX TRUCK WANTED



Two or 4x4, petrol/diesel, can collect, good price, can you help?  
Tel. Sam 07957 916003. London

## For Sale

**ALBION LK3S** One of only two known in existence, three parts restored. Tel. 01273 835385 for info. W Sussex.

**ALUMINIUM TIPPING TRAILER** 1974, donkey engine, aluminium fridge trailer, 1974, both in gwo, roll over sheet, complete for tipper body. Tel. 07768 276115. Kent.

**BEDFORD HUNT BOX** 1964, on Bedford SB3 coach chassis, stalled for 4 horses and r/compartment for pack of hounds, petrol engine, 2 sp r/axle, 21,092 miles, plated weight: 7380 kgs, V5C, engine free, partially dismantled to repair manifolds fit core plugs etc and service auxiliaries, spare set of 6 wheels with Michelin XZY tyres available, non runner, for rest. Offers. 01899 220566 if interested.

**BEDFORD LORRY TK 466** 1968, refrigeration box with Villiers, complete but last driven 20 years ago, stood since, cab corroded. Best offer. Tel. 07753 931874. W Yorks.

**BEDFORD RLC FV13115** Recovery, 3 ton crane, 7 ton winch, one of 11 made for AFS, orig reg no, £2500 ono. 01994 484521. Carns.

**BEDFORD TK1930** 1979, rare 10-D13T model, downrated to 7.5T, lots of history, loving restoration over 12 yrs, 5 sp and PAS, 6 mths' tax and plate, perfect runner, will re-test if required, any inspection, £5850. Tel. 07971 250894 for details and pics. Stoke.

**BRISTOL 8-WHEELER LORRY** 1957 and Dyson 4-wheel trailer both in needs completion. Sensible offers please. Tel. 01842 810778. Bristol.

**LANDROVER DEFENDER 110** 1993, soft top, FFR, ex Mod, 17km, MoT Mar 15, 02, £3500 ono. Tel. 01994 484521. Carns.

**LEYLAND BISON** 1971 Leyland Bison, fixed head, 500 engine, good starter, 5-speed gearbox, lots of spares, POA. Tel. 07710 556194. Denbighshire.

**SCAMMELL HIGHWAYMAN** ballast tractor, 1966 ex-Pickfords, fully restored, working order, ballasted with genuine Scammell weights, high speed axle, all A1 cond, POA. Tel. 07860 959878. Bucks.

**SKODA CADDY PICKUP** 2000, full 12 months' test, good runner, £1275; Bedford Weston tipping ram, suitable "O" M, £75. Tel. 07740 391193. Carns.

## Parts For Sale

**AVELING & PORTER 'E'-type**, new second shaft, third shaft bearings and differential, sun gear, bushes, cast using gun metal or phosphor bronze. Tel. 07891 207432. Devon.

**BEDFORD CA PARTS** 1961, Mk 1 van, most bits as van broken for spares, all reasonable prices. Tel. 01524 843902. Lancs.

**BEDFORD K-TYPE** complete front axle, £80. Tel. 07930 829764. Essex.

**BREAKING FOR SPARES** Volvo F7 tractor and F7 I-ride 6 wheeler, many parts available inc day cab axles, diffs, gearbox parts, rear suspension parts (beams and brackets etc). 07836 743107 for details. Lancs.

**COMMER/DODGE 'C'** and others, rear engine mountings, Rootes part no W43608, Chrysler part no 3052277, Metalastic part no 614836 17/276, £20 plus p&p each. Tel. 01939 250670. Shrops.

**FODEN S80/83** Lucas FP1100 headlamps. Tel. 01643 862110. Somerset.

**INTERCOOLER RAD** for 3 Series Scania, pre-1988, price of £250 and also 2 x 235/75:17.5 tyres, only with 13mm of tread at £90 each and also a set of 6 x 205/75:17.5 tyres on rims x Ley/Dax 45 Series, vgc, price at £420 the set. Tel. 07986 880443. Essex.

**LEYLAND ERGOMATIC** steering wheel centre, £20; Leyland diesel grille badge, £50, both unused. AEC lapel badge, £12; CAV 40 amp ammeter, £20; all item plus p&p. Tel. 02380 736698. Hants.

**THAMES TRADER MK 1** 4D wing badge, vgc, £25 plus post; Scammell Road train 20-32 workshop manual, £25 plus postage. Tel. 02380 736698. Hants.

**VOLVO FL6** 92 to 96, TD63 recon injectors, £150; Volvo 22" front wheel, nut covers, £25 a pair; Dennis javelin f/wheel trims, £20 the pair after 8pm. Tel. 07596 715821. Cambs.

**FODEN CASTINGS** 3" plus drawings for more details please phone. Tel. 01179 772188. Bristol.

**ATCO LAWN MOWER** 1960s, 4 stroke, Tecumesh engine, original condition, still runs, good compression, suit collector, stored many years, rotary blade type £40 ono. Tel. 07808 855076. W Mids.

## Parts Wanted

**WANTED - LEYLAND CLYDESDALE** steering ram, would consider whole donor vehicle also. Tel. 00 353 871 351867. Co Armagh.

**AEC V8** diesel engine parts wanted, new 740 pistons part number A5/5597 for 130mm bore and any other new engine parts or information leading to anybody that may have some. Phone please leave a message. Tel. 01780 470229 please leave message. Northants.

**BEDFORD TM** name board, any location/condition considered. Tel. 07976 929519. Cornwall.

**WANTED FOR MORRIS** Commercial T2 toner, 1934 & 1937 van & truck, any panels, spares or donor vehicle considered, wings, bonnet, mudguards, doors, magneto, why? Tel. Dave 01405 816 800. S Yorks.

**WANTED HEADLAMP RIMS** for 1950 K Type Bedford (O M K), must be very good condition, would buy complete headlamps if good rims, (not sealed beam type). Tel. 07792 145591. N Yorks.

## Miscellaneous

**COLLECTION OF VARIOUS** blow lamps, petrol or paraffin, £70; also primus, £15; buyer collects. Serious offers only. Tel. 01822 614875. Devon.

**COMPLETE SET** from No.1 (Spring 1984) to 254 (Dec 2010) of Vintage Commercial/Heritage Commercial Magazines in binders. Sensible offers invited. Tel. Martin 01582 (Luton) 429548 or 07939 285525. Beds.

**KING PIN REAMER** as new, for Ford 7V, ET6 and ET7, Ford 500E 507057, Thames Trader 1 1/2 ton 2-3 ton, 1957-1965, £110; spare wheel carrier, £50. Tel. 01597 860500 after 6pm. Powys.

**LARGE COLLECTION** of workshop manuals and parts, catalogues, cars, commercials, buses, also 900x20 and 36x8 tyres for sale. Tel. 07973 251997. Staffs.

**WOOD TURNING LATHE** 12" swing, 37" between centres, c/w several chucks, rests, chisels, £85. Tel. 01384 243964. W Mids.

**6FT JUVENILE MINI-STRIKER** brand new, well made, ideal fetes, galas etc. £275. Tel. 01406 364841; 07885 0776941. Lincs.

**CINE FILM** two boxes of 16mm and cinema size film, £100. Tel. 01493 369938. Norfolk.

**COPPER TUBE** 6" diam x 23", one piece, £30. Copper tube, 4" dia x 13", one piece, £20 plus carriage. Tel. 01793 435377 after 6pm. Wilts.

**MAGAZINES** Old Glory back issues, May/June 1989, No.28 Jun 1992 through to No.226 Dec 2008, No.238 Dec 2009 through to No.252 Feb 2011, 214 editions. Proceeds towards restoration of Fowler No.21629. Best offer secures the lot. Tel. 0777 6212932. Oxon.

**MAGAZINES** Old Glory, complete from premier to current issue (one missing), includes 17 binders, offers over £75, buyers to collect. Tel. Brian 01275 847155. North Somerset.

**MINOLTA CAMERA KIT** taps and dies, workshop bits, 180 amp welder, Oxford phase changer AC to DC periscope FDR tank, 1943, M6 workshop manual for Bedford 'O' KM 1949, high pressure water jet plus one for spares, compressor pump, no motor wanted, r/c bull dozer or half track, no plastic kits or swap Dinky construction models. Tel. 07973 625533 for details. Kent.

**MYFORD LATHE** M.L.T.R on stand, ex demo, £850. Tel. 01495 759747. Gwent.

**OLD GLORY** premier issue to present day, good condition, buyer collects from near Sheffield, Yorkshire, £50 ono. Tel. 01246 568058 after 6pm. Derbyshire.

**ROYALE CARAVAN** two berth, early 1970s, spares only or major restoration, water damage, but original, offers. Tel. 07766 270953. W Sussex.

**"SCAMMELLERS"** - The unique self-published large-format book by Paul Persey, 1998, excellent condition, (apologies to those who responded to my earlier advert I've moved house), £30 inc postage. Tel. 0114 236 1124. Sheffield.

**SINGER BANTAM** bonnet mascot, very good condition, £50 ono. Oil can, one pint, long spout, BR Steam, £20 ono plus p&p. Tel. 01793 435377 after 6pm. Wilts.

**STEAM BOOKS** Steam Traction Engines Wagons and Rollers, Brian Johnson, £10 posted. Steam at Work Road and Farm engines, Beaumont, £15. Tel. 01953 605558. Norfolk.

**LEYLAND POWERPLUS** 1962, workshop manual, EO600, EO680, vgc, £20. Tel. 01524 781841. North Lancs.

**THIEL MILLING MACHINE** vertical/horizontal able, c/w tilting table & other attachments, three phase, offers. Tel. 07850 564262. N Yorks.

**THREE LISTER D'S** Wolsey 1 1/2hp, spares or repair, £100. Steck Pianola, 88 note, £50. Bandai 1/16 scale plastic Garrett Show-mans engine, £50. Tel. 07940 589738. Lincs.

**TOP QUALITY** colour slides of standard and narrow gauge steam locomotives, traction engines and preserved windmills 30p each or 20 for £5, plus past, new list available. Tel. 01162 715447. Leics.

**WAGON PLATES** seven wagon plates plus Great Western Railway sign 30"x 21" Do Not Trespass etc, phone for details. Tel. 01179 772188. Bristol.

## Wanted

**AUSTIN K2 CHASSIS** or Bedford ML chassis as first stage in a rebuild of the WW2 ambulance. We have the rear body but if a chassis is found we will need all the front end and fittings for rear doors. So if you have any parts please let us know. Tel. 01422 824418 or 07952 070704. michael.humphreys@btinternet.com.

**ATKINSON BORDERER** in show condition wanted by private lorry enthusiast, storage and finance in place, ready for immediate purchase. Tel. 075000 10256. Suffolk.

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# Going for the limit

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I'm probably just as guilty as many other people. Look at our industrial past when we produced everything from shoes to ships, and it's very easy to say 'we just don't make anything anymore'. Well, actually we do. And we do it very well.

Now I know what you might be thinking – what's a book about JCBs doing in a magazine about lorries? Well because it shows just what we are capable in the engineering world if we just put our minds to it. And also, like many others out there, I'm a big diesel engine fan.

I don't need to introduce Joseph Cyril Bamford's company to you, I'm sure. The firm's back-hoes, excavators, tractors etc are everywhere. You can even get JCB socks.

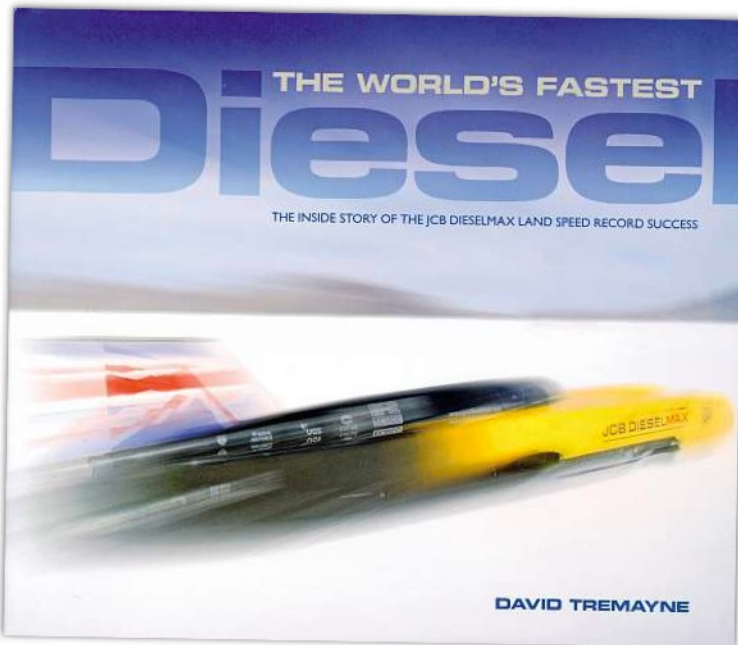
But what you may not realise is that back in 2004 the company's chairman, Sir Anthony Bamford, decided that in order to showcase the new JCB444 diesel engine, two would be fitted into a car capable of breaking the 235mph world record then held by the Americans. This book covers all the trials and technical challenges that led to an excavator engine rated at 140bhp being raised to give an output of 750bhp at 3800rpm, with 1500Nm of torque! Few engineering enthusiasts will be surprised to find out that the famous British firm of Ricardo was largely responsible for this.

Fitted into a revolutionary chassis, the outcome was the JCB Dieselmax, a vehicle that in August 2006 totally obliterated the American record by taking it to a touch over 350mph.

If you're a purist old lorry type this book certainly won't be for you. But if you're into the very best in engineering, and are interested in seeing just what diesel engines can do, it's well worth a read. There's even a DVD that goes with it that shows the record attempt and also some of the engineering that led to this British success.

A superb book. Read it and never say Britain can't make anything again.

- The World's Fastest Diesel by David Tremayne. Published by Haynes Publishing Ltd.
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*“...the outcome was the JCB Dieselmax, a vehicle that in August 2006 totally obliterated the American record by taking it to a touch over 350mph”*



## CHAPTER 11 BREAKING THROUGH

The reason for Andy Green's triumph on Thursday 17 August was plain for all to see. After a long wait on the salt the previous day the long queue had been dissolved to 20mph environments. Further test runs in the field had indicated that the engine boost problem had been solved, but the first run that Thursday had been another disaster. It was the slowest yet, and after all the hope induced by the airfield runs that they had so far strung out, the balance page did not appear to make any difference on the salt no matter what Green tried in the cockpit.

A thoughtful discussion team of engineers – including Tim Erection, Chris Brown, Matt Brakes, John Oling, John Piper, Alastair Macleod, Brian Horner, Ross Ayle and Richard Noble – sat glumly in the air-conditioned JCB speed events trailer, desperately trying to figure out why the car would behave that on tarmac, at the airfield, and elsewhere the relevant gear salt under its wheels. “You could cut the tension with a knife.”

They had formulated their plan of action to encourage the rear engine to do its work, and had put it into effect the previous day as Green sat up and drove the anti-lock, a “blowdown”. Essentially, each engine needed an exhaust temperature in excess of 400°C, before boost could be sustained. One of the potential causes was to fit the boost balance pipe between the two engines. Another was for Green to start to feather the brakes with both feet to give the engines something to work against at 1000 and observer Neil Savill had pushed started him. Back on the test bench, Ricardo had applied a brake to the engine to achieve a similar effect. Every time that Green sat on Wednesday morning, the rear engine reached its 400°C, the boost came on, and JCB Dieselmax pushed a man dumping a bunch of holes.

But not on the salt on the first run that Thursday.

They had gone back to the course on Wednesday afternoon full of hope, only to be stymied by the rainclouds. But they had remained confident. Then they tried to wait in line on Thursday with everyone else, the brakes ramping up. Then there were two spin-out accidents. It was not until 13.45 that Dieselmax and the fabric went into their trouble, and moments later the situation

was reported to have achieved only 70mph in the first mile and to be crawling to a halt, even though Green had again done everything he could think of to solve the problem.

The latest failure was an unexpected slip on the fabric, just added sting as the official timer jinked yet again that the faster seemed likely to overtake Dieselmax. The swirling thing in the trailer was harmless, mostly in particular “at shaking his head in disbelief”, gutted like all of his colleagues by the various persistence of a problem that should no longer have existed.

The men who had brought life to the dramatic machine were as clear as day as their calm engineering tempers were over-likely to allow them to get on.

As they watched footage of the run, Green described how he made several attempts to get both temperatures equalised. The front engine's exhaust temperature was 550°C, the rear engine's only 450°C, proof that the front engine was still overpowering the rear.

With its many components, the rear engine and the rear engine team always accompanied by the generator trailer.

Back on the salt during the first test at Woodward Airfield.



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Nibley House Farm, North Nibley, Dursley, Gloucestershire GL11 6DL. Tel: 01453 546024

**REMPSTONE STEAM & COUNTRY SHOW**  
Turn Post Farm, East Road, Wymeswold, Leicestershire LE12 6ST (Access via A6006 signposted from A46 and A60) Web: [www.rempstonesteam.org](http://www.rempstonesteam.org)

**KERNOW OLD VEHICLE RALLY**  
Penhallow near Perranporth, Cornwall TR4 9LV  
Tel: 01209 831856 Web: [www.kovc.co.uk](http://www.kovc.co.uk)

**SEDGEMOOR VINTAGE SHOW**  
Pawlett Road, West Huntspill, Highbridge, Somerset TA9 3RH (J23 M5) Tel: 01823 443788  
Web: [www.communitate.co.uk/twc/vintagetractors](http://www.communitate.co.uk/twc/vintagetractors)

**PETERSFIELD STEAM & VINTAGE GATHERING & ROAD RUN**  
Barr Field, Farnham Road, Liss, Hampshire GU33 6LA  
Tel: 01730 892944 Web: [www.sewards-of-petersfield.co.uk](http://www.sewards-of-petersfield.co.uk)

**41ST HISTORIC VEHICLE GATHERING**  
Powderham Castle, Kenton nr Exeter, Devon EX6 8JQ  
Tel: 01392 272570  
Web: [www.crashboxclassiccarclub.com](http://www.crashboxclassiccarclub.com)

**TRANSPORT & HERITAGE SHOW**  
Pillford Heath Farm, Uddens Drive, Wimborne, Dorset BH21 7BD  
Tel: 07796 446631 Web: [www.bppcltd.co.uk](http://www.bppcltd.co.uk)

**13 July**  
**12TH LAKE LAND HISTORIC VEHICLE SHOW**  
Hutton-in-the-Forest, Historic house & gardens, Skelton, Penrith, Cumbria CA11 9TH  
Tel: 01697 451882 Web: [www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)

**LEYLAND SOCIETY GATHERING**  
Quorn & Woodhouse station, Great Central Railway, Woodhouse Road, Quorn near Loughborough, Leicestershire LE12 8AG Tel: 07754 702497  
Web: [www.leylandsociety.co.uk](http://www.leylandsociety.co.uk)

**FESTIVAL OF TRANSPORT**  
Worcestershire County Museum, Hartlebury Castle, Hartlebury, Kidderminster, Worcestershire DY11 7XZ  
Tel: 01299 250416. Web: [www.whub.org.uk/cms/museums-worcestershire/hartlebury-museum.aspx](http://www.whub.org.uk/cms/museums-worcestershire/hartlebury-museum.aspx)

**16-20 July**  
**WAR & PEACE REVIVAL**  
Folkstone Racecourse, Stone Street, Westenanger, Hythe, Kent CT21 4HX  
Tel: 01304 813337 Web: [www.thewarandpeacefestival.co.uk](http://www.thewarandpeacefestival.co.uk)

**17 July** **COMMERICALS** on sale  
**18-19 July**  
**47TH ULSTER FESTIVAL OF STEAM & TRANSPORT**  
Ballee Playing Fields, Ballymena, Co Antrim BT42 2HS  
Tel: 07866 555436 Web: [www.ulstersteam.co.uk](http://www.ulstersteam.co.uk)

**19-20 July**  
**BARTON GATE CHARITY STEAM RALLY**  
Needwood Rise Farm, Barton Gate, Barton under Needwood, Staffordshire DE13 8AP  
Tel: 07815 917421 Web: [www.bartonsteam.co.uk](http://www.bartonsteam.co.uk)

**FIRPARK WINGS & WHEELS**  
FirPark Farm, FirPark, Market Rasen, Lincolnshire LN8 3YL  
Email: [firparkairport@live.co.uk](mailto:firparkairport@live.co.uk)

**CHILTERN CLASSIC VEHICLE SHOW**  
Chiltern Open Air Museum, Newland Park, Gorelands Lane, Chalfont St Giles, Buckinghamshire HP8 4AB Tel: 01494 871117 Web: [www.coam.org.uk](http://www.coam.org.uk)

**16TH RURAL WEEKEND & VINTAGE RALLY**  
Woodfrys Farm, Redman's Lane, Melbury Abbas, Dorset SP7 0DB  
Tel: 07776 280129 Web: [www.themaprally.co.uk](http://www.themaprally.co.uk)

**WEST OXON STEAM & VINTAGE SHOW**  
Ducklington, Witney, Oxfordshire OX29 7XA (A415)  
Tel: 01367 810415 Web: [www.westoxonsteam.co.uk](http://www.westoxonsteam.co.uk)

**ACKWORTH STEAM RALLY**  
Ackworth Water Tower, Ackworth Road, Pontefract, Yorkshire WF7 7ET (A628)  
Tel: 01977 617327

**MUCH MARCLE STEAM RALLY**  
Rye Meadows, Much Marcle near Ledbury, Herefordshire HR8 2LX Tel: 01531 660464

**CAMBRIDGESHIRE STEAM RALLY & COUNTRY FAYRE**  
(Formerly Wood Green Rally)  
Quy Park, Stow Road, Stow-cum-Quy, Cambridge CB25 9AF  
Tel: 07990 947510  
Web: [www.cambridgeshiresteamrally.co.uk](http://www.cambridgeshiresteamrally.co.uk)

**20 July**  
**18TH BEAUMANOR HALL CLASSIC CAR & TRANSPORT SHOW**  
Beaumanor Hall, Woodhouse, Leicestershire LE12 8TX  
Tel: 01922 643385 Web: [www.transstarpromotions.com](http://www.transstarpromotions.com)

**CLASSIC & VINTAGE GATHERING**  
Grampian Transport Museum, Alford, Aberdeenshire AB33 8AE  
Tel: 01975 564517 Web: [www.gtm.org.uk](http://www.gtm.org.uk)

**WADEBRIDGE WHEELS 2014**  
Royal Cornwall Showground, Wadebridge, Cornwall. PL27 7JE  
Tel: 01208 813784 Web: [www.wadebridgewheels.co.uk](http://www.wadebridgewheels.co.uk)

**26-27 July**  
**RINGMER STEAM & COUNTRY SHOW**  
Upper Lodge Farm, The Broyle, Ringmer near Lewes, East Sussex BN8 5AP  
Tel: 01903 233240 Web: [www.ringmershow.co.uk](http://www.ringmershow.co.uk)

**42ND CUMBRIA STEAM GATHERING**  
Cark Airfield, Flookburgh, Cumbria LA11 7LS  
Tel: 07825 369601  
Web: [www.steamgathering.org.uk](http://www.steamgathering.org.uk)

**WEST BERGHOLT VEHICLE SHOW**  
Nayland Road, West Bergholt, Colchester, Essex CO6 3DG  
Tel: 01206 271253

**CORNWALL TRUCK SHOW**  
Stithians Showground, The Showground, Cornwall TR3 7DP  
Tel: 07970 549895 Web: [www.cornwalltrucks.co.uk](http://www.cornwalltrucks.co.uk)

**DACORUM STEAM & COUNTRY SHOW**  
Green Croft Farm, Potten End, Hertfordshire HP1 2SG Tel: 01992 442039 Web: [www.dacorumtrucks.co.uk](http://www.dacorumtrucks.co.uk)

**27 July**  
**OLD FORD RALLY**  
Heritage Motor Centre, Banbury, Oxfordshire OX15 9DU  
Tel: 01295 232222 Web: [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk)

**24TH WALSALL CLASSIC CAR SHOW**  
Walsall Arboretum Extension, Walsall, West Midlands DY11 4SU  
Tel: 01922 643385 Web: [www.walsallclassiccarshow.co.uk](http://www.walsallclassiccarshow.co.uk)

**FESTIVAL OF BLACK COUNTRY**  
Black Country Living Museum, Midlands DY1 4SU Tel: 01922 643385

**31 July-3 August**  
**PICKERING TRACTION ENGINE SHOW**  
Pickering, North Yorkshire YO18 7JH  
Tel: 07786 330016 Web: [www.pickeringtractionengine.co.uk](http://www.pickeringtractionengine.co.uk)

**1-3 August**  
**40TH GLOUCESTERSHIRE STEAM & TRANSPORT EXTRAVAGANZA**  
South Cerney Airfield, Cirencester, Gloucestershire GL7 7JH  
Tel: 01453 890891 Web: [www.glocestershiresteam.co.uk](http://www.glocestershiresteam.co.uk)

**2-3 August**  
**18TH TRANSPORT GALA**  
East Carlton Countryside Park, East Carlton, Lincolnshire LN11 9JH  
Tel: 01536 396494

**TRUCKFEST SCOTLAND**  
Royal Highland Centre, Ingleton, East Lothian EH28 8NB. Tel: 01775 768661.  
[www.livepromotions.co.uk](http://www.livepromotions.co.uk)

**RAMSEY STEAM & VINTAGE SHOW**  
The Camp, Wood Lane, Ramsey, Cambridgeshire CB25 9AF  
Tel: 01709 589050 Web: [www.ramsystemandvintage.co.uk](http://www.ramsystemandvintage.co.uk)

**3 August**  
**7TH LYTHAM ST. ANNES CLASSIC VEHICLE SHOW**  
Lytham Hall, Ballam Road, Lytham St Anne's, Lancashire FY12 9JH  
Tel: 01697 451882 Web: [www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)

**GRADE RUAN VINTAGE VEHICLE SHOW**  
Treveddan Farm, Ruan Minor, Herefordshire HR12 9JH  
Tel: 01326 290664

**46TH HCVS TRANS-PENNINE**  
Birch Services (Westbound), M6, Yorkshire Tel: 0113 257 9770  
Email: [transpenninerun@gmail.com](mailto:transpenninerun@gmail.com)

**9 August**  
**CARNHELL GREEN CHARITY RALLY**  
Carnhell Green Village, Cornwall  
Tel: 07974 704437

**9-10 August**  
**SOMERSET'S FESTIVAL OF TRANSPORT**  
Opposite Haynes International Yeovil, Somerset BA22 7LH  
Tel: 07900 695620  
Web: [www.gilcombe-festival.co.uk](http://www.gilcombe-festival.co.uk)

**BRIDGWATER CLASSIC VEHICLE SHOW**  
Morganian Rugby Club, Cheddar, Somerset TA7 8QW Tel: 07895 044368

**10 August**  
**THREE COCKS STEAM & VINTAGE SHOW**  
Boatside Farm, Hay on Wye, Powys, Wales NP23 5JH  
Tel: 07796 108006 Web: [www.threecokeys.co.uk](http://www.threecokeys.co.uk)

**10 August**  
**THREE COCKS STEAM & VINTAGE SHOW**  
Boatside Farm, Hay on Wye, Powys, Wales NP23 5JH  
Tel: 07796 108006 Web: [www.threecokeys.co.uk](http://www.threecokeys.co.uk)

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Tel: 07796 108006 Web: [www.threecokeys.co.uk](http://www.threecokeys.co.uk)

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# VINTAGE EVENT PLANNER

## HOW

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cornwalltruckshow.co.uk

## TRY FAYRE

emel Hempstead,  
23 266491 / 07879  
achineryandsteam.co.uk

## y Road, Gaydon, Warwickshire

ntre.co.uk

## AR & TRANSPORT SHOW

alsall, West Midlands WS1 20B  
transtarpromotions.com

## RY VEHICLES

ipton Road, Dudley, West  
43023

## INE RALLY

8AE  
pickeringsteam.com

## TEAM & VINTAGE

ter, Gloucestershire. GL7 50D  
steamextravaganza.com

## Northamptonshire LE16 8YF

## n, Edinburgh, Midlothian

Web:

## E SHOW

Cams PE26 2XB

show.com

## CLASSIC VEHICLE SHOW

am, Lancs FY8 4LE

ents.com

## ICLE RALLY

elston, Cornwall TR12 7JR

## IE RUN

(2) to The Stray, Harrogate,

il.com

## VINTAGE RALLY

il TR14 0LZ

## TRANSPORT

Motor Museum, Sparkford,

of-transport.com

## ICLE & VINTAGE SHOW

y Lane, Bridgwater, Somerset

## VINTAGE RALLY

ways HR3 5RS

vintage-society.org

## CLASSIC CAR & TRANSPORT SHOW

Shugborough Hall, Milford, Staffordshire ST17 0XB  
Web: www.transtarpromotions.com

## 16-17 August

### VINTAGE & STEAM WEEKEND

Weald & Downland Open Air Museum,  
West Sussex PO18 0EU Tel: 01243 811348  
Web: www.wealddown.co.uk

## FAIRFORD STEAM RALLY & SHOW

Quarry Farm, Poulton, Gloucestershire GL7 5SR  
Tel: 01285 712587 Web: www.fairfordsteamrally.com

## 35TH TERN VALLEY VINTAGE SHOW

Chetwynd Deer Park, Newport, Shropshire TF10 8EH  
Tel: 01952 201404 Web: www.ternvalleyvmt.co.uk

## 29TH LINCOLNSHIRE STEAM & VINTAGE RALLY

Lincolnshire Showground (A15) Lincoln LN2 2NA  
Tel: 01507 605937 Web: www.lsvr.org

## TRUCKFEST IRELAND

Balmoral Park, Lisburn, Belfast, Co Antrim BT27 5RF  
Tel: 01775 768661 Web: www.livepromotions.com

## KINGTON VINTAGE SHOW

Kington Recreation Ground, Mill Street, Kington,  
Herefordshire HR5 3AJ  
Tel: 07918603770 Email: mickrand@btinternet.com

## 17 August

### 19TH RABY CASTLE CLASSIC VEHICLE SHOW

Raby Castle, Standrop near Darlington, Co Durham DL2 3AH  
Tel: 01697 451882 Web:  
www.markwoodwardclassicevents.com

## VINTAGE & CLASSIC WHEELS AT COMBE

Combe Mill, Blenheim Palace Sawmills, Combe,  
Long Hanborough, Oxfordshire OX29 8ET  
Tel: 01993 358694 Web: www.combemill.org

## HAMPSHIRE ROAD RUN

Milestones Museum, Basingstoke, Hampshire RG22 6PG  
Organised by: The Thornycroft Society Ltd Tel: 01256 461034

## 21 August COMMERCIALS on sale

## 23-24 August

### LADYBANK VINTAGE RALLY

Brucefield Farm, Ladybank, Fife KY15 7UL  
Tel: 01738 812694 / 07747 165887  
Email: dananddave@btinternet.com

## COVENTRY FESTIVAL OF MOTORING

Stoneleigh Park, Warwickshire CV8 2LZ  
Tel: 02476 234270 Web: www.festival-of-motoring.co.uk

## 23-25 August

### BLUES & TWOS WEEKEND & TROLLEYDAYS

The Trolleybus Museum, Belton Road, Sandtoft, North Lincs  
DN8 5SX  
Tel: 01724711391 Web: www.sandtoft.org

## MILITARY ODYSSEY

Kent Showground, Detling near Maidstone, Kent ME14 3JF  
Tel: 01268 772448 Web: www.military-odyssey.com

## 38TH FESTIVAL OF TRANSPORT

Broad Farm, Hellingly, Hailsham, East Sussex BN27 4DU  
Tel: 01323 479200 Web: www.ehvc.biz

## CLASSIC TRANSPORT GATHERING

Crich Tramway Village, Town End, Crich, Matlock,  
Derbyshire DE4 5DP  
Tel: 01773 854321 Web: www.tramway.co.uk

## EARLS BARTON VINTAGE RALLY

Earls Barton, Northamptonshire NN6 0EP  
Tel: 01933 663454 Web: www.earlsbartonrally.co.uk

## TANKS, TRUCKS & FIREPOWER

Dunchurch nr Rugby, Warwickshire CV22 6NR  
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www.tankstrucksandfirepower.co.uk

## MID-SUFFOLK STEAM, TRACTOR & COMMERCIAL RALLY

Stonham Barns Showground, Pettuagh Road, Stonham Aspal,  
Stowmarket, Suffolk IP14 6AT  
Tel: 01449 711111 Web: www.stonham-barns.co.uk

## 28TH RUDGWICK STEAM & COUNTRY SHOW

The Showground, Rudgwick near Horsham  
(A281) Surrey RH12 3DF  
Tel: 01403 822378 / 07803 581415 Web:  
www.rudgwicksteamshow.co.uk

## 24-25 August

### HONITON HILL RALLY

Stockland Hill, between A30 (Honiton) and A35 Aminster,  
Devon EX14 9NH  
Tel: 01395 516484 Web: www.honitonhillrally.co.uk

## NOSTELL PRIORY STEAM FAIR

Nostell Priory, Wakefield, Yorkshire WF4 1QE  
Tel: 01751 200839 Web: www.outdoorshows.co.uk

## 53RD SHREWSBURY STEAM RALLY

Onslow Park, Shrewsbury, Shropshire SY3 5EE  
Tel: 01743 792731 Web: www.shrewsburysteamrally.co.uk

## ENFIELD STEAM & COUNTRY SHOW

Colesdale Farm, Northaw Road, Cuffley, Herts EN6 4QZ  
Tel: 0208 367 1898 Web: www.whitewebbsmuseum.co.uk

## TRANSPORT RALLY

Pontypool and Blaenavon Railway, Blaenavon, Torfaen NP4 9SF  
Tel: 01495 792263  
Web: www.pontypool-and-blaenavon.co.uk

## 27-31 August

### GREAT DORSET STEAM FAIR

'THE NATIONAL HERITAGE SHOW'  
South Down, Tarrant Hinton, Blandford, Dorset DT11 8HX  
Tel: 01258 860361 Web: www.gdsf.co.uk

## 30-31 August

### TRUCKFEST ORIGINAL

Newark & Notts Showground, Newark, Nottinghamshire  
NG24 2NY  
Tel: 01775 768661 Web: www.livepromotions.co.uk

## MACMILLAN VINTAGE RALLY

Longhurst Hill Farm, Bulls Cross, Petworth GU28 9JW  
Tel: 01420 474298

## BOSTON STEAM & VINTAGE FESTIVAL

Frampton Lane, Hubberts Bridge near Boston, Lincolnshire  
PE20 3QU  
Tel: 01205 760768  
Web: www.bostonsteamandvintagefestival.co.uk

## 31 August

### FIRE ENGINE RALLY

Locomotion: National Railway Museum, Shildon, Co Durham  
DL4 1PQ  
Tel: 01388 771445 Web: www.nrm.org.uk/locomotion

## RIPON CLASSIC VEHICLE SHOW & JUMBLE

Ripon Racecourse, Boroughbridge Road, Ripon, Yorkshire  
HG4 1UG. Tel: 01697 451882 Web:  
www.markwoodwardclassicevents.com

## 5-7 September

### STEAM & VEHICLE GALA

Haycrafts Lane, off Valley Road (A351) Harmons Cross,  
Swanage, Dorset BH19 3EB  
Tel: 07796 444631 Web: www.bppctd.co.uk

## 6-7 September

### AUTUMN GALA WEEKEND

East Anglia Transport Museum, Chapel Road, Carlton Colville  
nr Lowestoft, Suffolk NR33 8BL  
Tel: 01502 518459 Web: www.eatm.org.uk

## 41ST HADDENHAM STEAM RALLY

A1241 Station Road, Haddenham, Ely, Cams CB6 3PT  
Tel: 07741 019848 Web: www.haddenhamsteamrally.co.uk

## 7 September

### STEAM HERITAGE DAY

Bestwood Winding Engine House, Bestwood Country Park, off  
Park Road, Bestwood Village, Nottingham NG6 8ZA. Tel:  
03005 008080 Web: www.nottinghamshire.gov.uk

## EMERGENCY VEHICLES DAY

Twyford Waterworks, Hazley Road, Twyford, Winchester,  
Hampshire SO21 1QA  
Tel: 01962 714716 Web: www.twyfordwaterworks.co.uk

## 15TH DUDLEY CLASSIC CAR & TRANSPORT SHOW

Himley Hall, Dudley, West Midlands DY3 4DF  
Tel: 01922 843385 Web: www.transtarpromotions.com

## MOULTON PARK COUNTRY SHOW

Moulton Park, Bell Lane, Moulton near Spalding, Lincolnshire  
PE12 6PQ.

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[www.britishcommercialvehiclemuseum.com](http://www.britishcommercialvehiclemuseum.com)

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**5th North Rode Transport Show**

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**HERITAGE**

**TRANS-LANCS TRANSPORT SHOW**  
Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW Tel: 01612 052122. Web: [www.gmts.co.uk](http://www.gmts.co.uk)

**CARNHELL GREEN CHARITY WORKING DAY**  
Higher Drym Farm, Drym, Leadstown, Hayle, Cornwall TR27 6BW Tel: 07974 704437

**12-14 September BEDFORDSHIRE STEAM & COUNTRY FAYRE**  
Old Warden Park nr Biggleswade, Bedfordshire SG18 9DX Tel: 01462 851711/07850 195622 Web: [www.bsps.org.uk](http://www.bsps.org.uk)

**STOKE PRIOR STEAM RALLY (INCORPORATING HANBURY RALLY)**  
Little Intall Fields, Stoke Pound Lane, off Hanbury Road (B4091), Stoke Prior, Bromsgrove, Worcestershire B60 4LF. Tel: 01527 575003 / 07808 173400 Web: [www.shakespearesteamrally.com](http://www.shakespearesteamrally.com)

**13 September USK SHOW**  
Usk Showground, Gwernesney, Usk, Monmouthshire NP15 1PD. Tel: 01291 690889 Web: [www.uskshow.co.uk](http://www.uskshow.co.uk)

**13-14 September 5TH NORTH RODE TRANSPORT SHOW**  
Station Road, Bosley (off A54) near Congleton, Cheshire CW12 2PH. Tel: 07759 603168 / 01625 614552

**BERWICK ST. JOHN COUNTRY FAYRE**  
Berwick St John, Dorset. Tel: 01747 828272

**HERITAGE OPEN DAYS**  
Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW  
Tel: 0161 205 2122 Web: [www.gmts.co.uk](http://www.gmts.co.uk)

**AMOTHERBY VINTAGE WORKING WEEKEND**  
Amotherby, Yorkshire  
Tel: 01653 692900

**LANLIVERY VINTAGE RALLY**  
B3269 near Sweetshouse, Cornwall PL30 5AW  
Tel: 01208 872921 Web: [www.lanliveryvintagerally.co.uk](http://www.lanliveryvintagerally.co.uk)

**CLASSIC VEHICLES & MILL IN STEAM**  
Etruria Industrial Museum, Lower Bedford Street, Etruria, Stoke-on-Trent, Staffordshire ST1 4RB  
Tel: 01782 233144 Web: [www.etruriamuseum.org.uk](http://www.etruriamuseum.org.uk)

**ESSEX COUNTRY SHOW**  
Barleylands Farm Park and Craft Village, Barleylands Road, Billericay, Essex CM11 2UD  
Tel: 01268 290228 Web: [www.essexcountryshow.co.uk](http://www.essexcountryshow.co.uk)

**7TH BIRKENHEAD FESTIVAL OF TRANSPORT**  
Birkenhead Park, Wirral, Merseyside CH41 4HY  
Tel: 07534 063090 Web: [www.bheadtransportfest.com](http://www.bheadtransportfest.com)

**Hunton Steam Gathering**  
Hunton, Bedale, Yorkshire DL8 1QF  
Tel: 07850 863153  
Web: [www.huntonsteamgathering.co.uk](http://www.huntonsteamgathering.co.uk)

**COPPIC STEAM & WORKING TRUCKS SHOW**  
Cossall Road, Trowell, Nottinghamshire NG9 3PG  
Tel: 0115 849 8840 / 07789 904389.

**14 September OTLEY VINTAGE TRANSPORT EXTRAVAGANZA**  
Knotford Nook, Pool Road, Otley, Yorkshire LS21  
Tel: 01943 463467. Web: [www.otve.co.uk](http://www.otve.co.uk)

**SOUTH YORKSHIRE TRANSPORT RALLY**  
South Yorkshire Transport Museum, Aldwarke, Rotherham, Yorkshire S65 3SH  
Tel: 0113 267 8506 Web: [www.sytm.co.uk/html/rally.html](http://www.sytm.co.uk/html/rally.html)

**AUTUMN TRANSPORT SHOW**  
The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE Tel: 01772 451011 Web: <http://british-commercial-vehicle-museum.co.uk>

**GARSTANG AUTOJUMBLE**  
Hamilton House Farm (A586 off A6) Garstang, Preston, Lancashire PR3 0TB  
Tel: 07838 331324 days / 01772 323654 eves 6pm-8pm

**KENT CLASSIC CAR SHOW & AUTOJUMBLE**  
Aylesford Priory, Aylesford, Kent ME20 7BX  
Tel: 01732 840787

**SPEECH HOUSE VINTAGE SHOW**  
The Speech House Hotel, Coleford, Gloucestershire GL16 7EL  
Tel: 07769 785902 Web: [www.fvmmc.co.uk](http://www.fvmmc.co.uk)

**CLASSIC VEHICLE DAY**  
Gloucestershire Warwickshire Steam Railway, Toddington Station, Gloucestershire GL54 5DT  
Tel: 01242 621405 Web: [www.gwsr.com](http://www.gwsr.com)

**18-21 September AGRICULTURAL SHOW**  
Beamish Museum, Beamish, Stanley, Co Durham DH9 0RG  
Tel: 01913 704000 Web: [www.beamish.org.uk](http://www.beamish.org.uk)

**20 September FAIRGROUND AT NIGHT**  
Hollycombe Working Steam Museum, Iron Hill, Midhurst Road, Liphook, Hampshire GU30 7LP  
Tel: 01428 724900 Web: [www.hollycombe.co.uk](http://www.hollycombe.co.uk)

**20-21 September IN STEAM & YESTERYEAR RALLY**  
Mill Meece Pumping Station, Cotes Heath nr Eccleshall, Staffordshire ST21 6QU  
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**GRAND HENHAM STEAM RALLY**  
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**LAND ROVER OWNER INTERNATIONAL SHOW**  
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Tel: 01775 768661 Web: [www.livepromotions.co.uk](http://www.livepromotions.co.uk)

**17TH DARLEY DALE TRANSPORT & COUNTRY SHOW**  
Rally Fields at Friden Dale, Middleton by Youlgreave near Bakewell, Derbyshire DE45 1LY  
Tel: 07831 316582

**QUANTON TRACTION ENGINE RALLY**  
Buckinghamshire Railway Centre, Quainton station, Quainton, Buckinghamshire HP22 4BY  
Tel: 01296 655720 Web: [www.bucksrailcentre.org](http://www.bucksrailcentre.org)

**21 September CLASSIC VEHICLE SHOW**  
Stripes Farm, Chelsfield Lane, Orpington, Kent BR6 7RS  
Tel: 01689 825755  
Web: [www.stchristophers.org.uk/fundraising/bromley](http://www.stchristophers.org.uk/fundraising/bromley)

**GAYDON AUTUMN CLASSIC & CREAM TEA RUN**  
Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ  
Tel: 01926 645029 Web: [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk)

**HISTORIC VEHICLE RALLY**  
The Westpoint Centre, Clyst St Mary, Exeter, Devon EX5 1DJ  
Tel: 01395 567795 Web: [www.busmuseum.org.uk](http://www.busmuseum.org.uk)

**CLASSIC VEHICLE GATHERING**  
Rural Life Centre, Reeds Road, Tilford, Farnham, Surrey GU10 2DL. Tel: 01252 795571 Web: [www.rural-life.org.uk](http://www.rural-life.org.uk)

**27 September LINCOLN AUTOJUMBLE**  
Former RAF Base, Hemswell, Lincolnshire DN21 5TJ  
Tel: 07816 291544 Web: [www.lincolnautojumble.com](http://www.lincolnautojumble.com)

**TINKERS PARK OPEN DAY**  
Tinkers Park, Hadlow Down nr Uckfield, East Sussex TN22 4HS  
Web: [www.tinkerspark.com](http://www.tinkerspark.com)

**27-28 September STEAM GALA & ENGINES IN STEAM**  
Crofton Pumping Station, Crofton, Marlborough, Wiltshire SN8 3DW  
Tel: 01672 870300 Web: [www.croftonbeamengines.org](http://www.croftonbeamengines.org)

**16TH KINGSFOLD STEAM & VINTAGE RALLY & KITE FESTIVAL**  
Wattlehurst Farm, Kingsfold, Sussex RH12 3SD  
Tel: 01342 327852

**28 September DERBYSHIRE LIMESTONE COMMERCIAL RUN**  
Starts: Belper, Ends: Peak Rail, Rowsley, Derbyshire.  
Tel: 07803 902053 Email: [terry.belpersteam@gmail.com](mailto:terry.belpersteam@gmail.com)

**AUTUMN AUTOJUMBLE**  
Grampian Transport Museum, Alford, Aberdeenshire AB33 8AE  
Tel: 01975 564517 Web: [www.gtm.org.uk](http://www.gtm.org.uk)

**CLASSIC CAR, AUTOJUMBLE & PLOUGHING WORKING DAY**  
Purleigh Halt, Barons Lane, Purleigh, Essex CM9 6FP  
Tel: 01621 852336 Web: [www.itsshowtime.org.uk](http://www.itsshowtime.org.uk)

**3-5 October VINTAGE FESTIVAL OF LIGHT**  
Ashover Showground, Milken Lane, Ashover, Chesterfield, Derbyshire S45 0AB  
Tel: 07591 915104 Web: [www.vintagefestivaloflight.org.uk](http://www.vintagefestivaloflight.org.uk)

**4 October FAIRGROUND AT NIGHT**  
Hollycombe Working Steam Museum, Iron Hill, Midhurst Road, Liphook, Hampshire GU30 7LP  
Tel: 01428 724900 Web: [www.hollycombe.co.uk](http://www.hollycombe.co.uk)

**4-5 October RUDDINGTON AUTUMN RALLY**  
Nottingham Transport Heritage Centre, Ruddington, Nottinghamshire NG11 7JL  
Tel: 07870 316798 Email: [judith@ruddingtonrally.co.uk](mailto:judith@ruddingtonrally.co.uk)

**STEAM & TRANSPORT GATHERING**  
The Lavender Line, Isfield station, Sussex TN22 5XB  
Tel: 01825 750515 Web: [www.lavenderline.co.uk](http://www.lavenderline.co.uk)

**5 October NEWBURY 4X4 & VINTAGE**  
Newbury County Showground, RG18 9QZ (J13/A34 M4) Tel: 01356 520000  
Web: [www.newbury4x4andvintage.co.uk](http://www.newbury4x4andvintage.co.uk)

**VINTAGE VEHICLES**  
Locomotion: The National Railway Museum, York  
Durham DL4 1PQ Tel: 01388 777777  
Web: [www.nrm.org.uk/locomotion](http://www.nrm.org.uk/locomotion)

**FAIRGROUND ORGAN ENTERTAINMENT**  
Mechanical Music Museum, Bilton, Stowmarket, Suffolk IP14 4QN  
Tel: 07708 890728  
Web: [www.mechanicalmusic.co.uk](http://www.mechanicalmusic.co.uk)

**ST. LEGER HISTORIC VEHICLE SHOW**  
The Trolleybus Museum, Belper, Derbyshire DN8 5SX. Tel: 01724 711391

**BUS & CLASSIC VEHICLE RALLY**  
Oxford Bus Museum, Old Station, Hanborough, Witney, Oxfordshire OX29 9JL  
Tel: 07813 656030 Web: [www.oxfordbusmuseum.co.uk](http://www.oxfordbusmuseum.co.uk)

**10-11 October VINTAGE FINALE & LIGHT TUNING**  
Cossall Road, Ilkeston, Nottinghamshire NG11 5JL  
Tel: 07901 984627/0115 913 515  
Web: [www.midlandeventsclub.co.uk](http://www.midlandeventsclub.co.uk)

**11 October WESSEX GRAND VINTAGE**  
East Somerset Steam Railway, Mallet to Frome road, Somerset BA11 1JL  
Tel: 01225 754374 Web: [www.wessexsteam.co.uk](http://www.wessexsteam.co.uk)

**END OF SEASON STEAM-UP**  
The New Leatherham Bottle, Jeak, Leamington Spa, Warwickshire CV35 9JL  
Tel: 01252 516451 Web: [www.newleatherham.co.uk](http://www.newleatherham.co.uk)

**HALLOWEEN FAIRGROUND**  
Hollycombe Working Steam Museum, Iron Hill, Midhurst Road, Liphook, Hampshire GU30 7LP  
Tel: 01428 724900 Web: [www.hollycombe.co.uk](http://www.hollycombe.co.uk)

**11-12 October AUTUMN COUNTRYSIDE**  
Weald & Downland Open Air Museum, Sussex PO18 0EU  
Tel: 01243 811348 Web: [www.wdowm.co.uk](http://www.wdowm.co.uk)

**IN STEAM & GALA DAY**  
Tees Cottage Pumping Station, Tees Valley, Durham  
Tel: 01325 381031 Web: [www.teescottage.co.uk](http://www.teescottage.co.uk)

**END OF SEASON CRANK-UP**  
Internal Fire Museum of Power, Ceredigion SA43 2JS  
Tel: 01239 811212 Web: [www.firemuseum.co.uk](http://www.firemuseum.co.uk)

**12 October STEAM & LOCAL HISTORY**  
Crossness Pumping Station, Thames, London SE2 9AQ  
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**IN-STEAM & NATIONAL STIRLING ENGINE RALLY**  
The Waterworks Museum, Bromy Hill, Hereford HR4 0LJ  
Tel: 01600 890 118 Web: www.waterworksmuseum.org.uk

**STEAM & GREASE SUNDAY**  
Museum of East Anglian Life, Stowmarket, Suffolk. IP14 1DL  
Tel: 01449 612229 Web: www.eastanglianlife.org.uk

**MODEL TRANSPORT SHOW**  
The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE Tel: 01772 451011  
Web: http://british-commercial-vehicle-museum.co.uk

**LAND ROVER DAY**  
Rural Life Centre, Reeds Road, Tilford, Farnham, Surrey GU10 2DL  
Tel: 01252 795571 Web: www.rural-life.org.uk

**14 October**  
**SAMUEL LEDGARD REUNION EVENING**  
Rose & Crown Pub, 20 Bondgate, Otley, Yorkshire LS21 1AD  
Tel: 01113 236 3695 Web: www.samuelledgardsociety.org.uk

**16-19 October**  
**MIDLANDS MODEL ENGINEERING EXHIBITION**  
Warwickshire Exhibition Centre, The Fosse, Fosse Way, Leamington Spa, Warwickshire CV31 1XN  
Tel: 01926 614101 Web: www.meridienexhibitions.co.uk

**18 October**  
**HALLOWEEN FAIRGROUND AT NIGHT**  
Hollycombe Working Steam Museum, Iron Hill, Midhurst Road, Liphook, Hampshire GU30 7LP  
Tel: 01428 724900 Web: www.hollycombe.co.uk

**18-19 October**  
**21ST CAROLE NASH CLASSIC MOTORCYCLE MECHANICS SHOW**  
Stafford County Showground, Weston Road, Stafford ST18 0BD  
Tel: 01507 529430 Web: www.classicbikeshows.com

**OCTOBER STEAM PARTY**  
Klondyke Mill, Draycott-in-the-Clay, Staffordshire DE6 5GZ  
Tel: 01543 491485 Web: www.ncstec.co.uk

**STEAM CIDER PRESSING WEEKEND**  
New Forest Cider, Pound Lane, Burley, Hampshire BH24 4ED  
Tel: 01425 403589 Web: www.newforestcider.co.uk

**19 October**  
**GARSTANG AUTOJUMBLE**  
Hamilton House Farm (A586 off A6) Garstang, Preston, Lancashire PR3 0TB.  
Tel: 07836 331324 days / 01772 323654 eves 6pm-8pm  
Email: info@garstangautojumbles.co.uk

**TRANSPORTFEST**  
London Bus Museum, Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0SL  
Tel: 01932 837994 Web: www.londonbusmuseum.com

**25 October**  
**10TH TRANSPORT COLLECTORS' FAIR**  
Pudsey Civic Hall, Dawson's Corner, Cote Lane, Pudsey, Yorkshire LS28 5TA  
Tel: 01113 236 3695 Web: www.samuelledgardsociety.org.uk

**TRADITIONAL BONFIRE CELEBRATIONS**  
(Incorporating night time traction engine parade) Town centre / seafont, Littlehampton, West Sussex BN17  
Tel: 01903 721866  
Web: www.littlehamptonbonfiresociety.co.uk

**CHILTERN END OF SEASON STEAM-UP**  
Honours Yard, Lodge Lane, Little Chalfont, Buckinghamshire HP8 4AL Tel: 07889 965604  
Web: www.chilterntractionengineclub.co.uk

**LINCOLN AUTOJUMBLE**  
Former RAF base, Hemswell, Lincolnshire DN21 5TJ  
Tel: 07816 291544 Web: www.lincolnautojumble.com

**25-26 October**  
**TURN THE CLOCKS BACK - END OF SEASON**  
Anson Engine Museum, Anson Road, Poynton, Cheshire SK12 1TD  
Tel: 01625 874426 Web: www.enginemuseum.org

**26 October**  
**'THE KETTLE' - SUFFOLK AUTOJUMBLE**  
Church Farm, Kettleborough nr Woodbridge, Suffolk IP13 7LF  
Tel: 01728 724858

**FINAL FLING - AUTUMN STEAM DAY**  
Long Shop Museum, Main Street, Leiston, Suffolk IP16 4ES  
Tel: 01728 832189 Web: www.longshopmuseum.co.uk

**GHOSTLY GOINGS ON BIG AUTUMN STEAM-UP**  
Bursledon Brickworks Industrial Museum, Swanwick Lane, Swanwick, Hampshire SO31 7HB  
Tel: 01489 576248 Web: www.bursledonbrickworks.org.uk

**2 November**  
**ARDINGLY AUTOJUMBLE & SPARES AUCTION**  
South of England Showground (indoors)  
Ardingly near Haywards Heath, West Sussex RH17 6TL  
Tel: 07982 333107  
Web: www.autojumblers-association-ltd.co.uk

**PENRITH AUTOJUMBLE**  
Penrith Auction Mart, Skirsgill, Penrith, Cumbria CA11 0DN  
Tel: 07836 331324 days / 01772 323654  
Email: info@garstangautojumbles.co.uk

**MUSEUM OPEN DAY**  
Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincoln LN6 3QT  
Tel: 01522 500566 Web: www.lwv.org.uk

**3 November**  
**AUCTION & AUTOJUMBLE**  
Bridge of Earn Institute, Perth PH2 9EW  
Tel: 01383 730234 Email: danarmdave@btinternet.com

**8 November**  
**BRING & BUY SALE**  
Oakley Airfield, Buckinghamshire HP18 9JX  
Tel: 01367 810415 (6pm-9pm) Web: www.cotswoldengine.co.uk

**8-9 November**  
**NEWARK VINTAGE TRACTOR & HERITAGE SHOW**  
Newark Showground, Lincoln Rd, Winthorpe, Newark-on-Trent, Nottinghamshire NG24 2NY  
Tel: 01636 705796 Web: www.newarkshowground.com

**9 November**  
**GARSTANG AUTOJUMBLE**  
Hamilton House Farm (A586 off A6) Garstang, Preston, Lancashire PR3 0TB.  
Tel: 07836 331324 days / 01772 323654 eves 6pm-8pm  
Email: info@garstangautojumbles.co.uk

**22 November**  
**LONG EATON FAIRGROUND MODEL SHOW**  
Town Hall, Long Eaton, Nottingham NG10 1HU  
Tel: 01159 731218  
Email: hayley.ianjohnson@btinternet.com

**29 November**  
**LINCOLN AUTOJUMBLE**  
Former RAF base, Hemswell, Lincolnshire DN21 5TJ  
Tel: 07816 291544 Web: www.lincolnautojumble.com

**6-7 December**  
**THE CHRISTMAS CRACKER**  
Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW  
Tel: 01612 052122  
Web: www.gmts.co.uk

**7 December**  
**VINTAGE VEHICLE & STEAM MEET**  
The Sun Inn, Lower Burton near Dorchester, Dorset DT2 7RZ  
Tel: 01305 260038 Web: www.transportofyesteryear.com

**27 December**  
**LLANDUDNO TOY & TRAIN FAIR**  
Venue Cymru, Llandudno, Conwy County LL30 1BB  
Tel: 01492 545033

**LINCOLN AUTOJUMBLE**  
Former RAF Base, Hemswell, Lincolnshire DN21 5TJ  
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