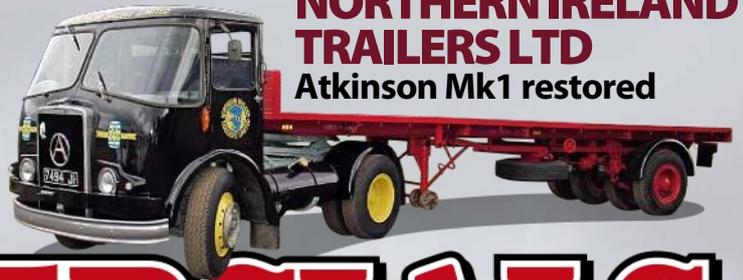




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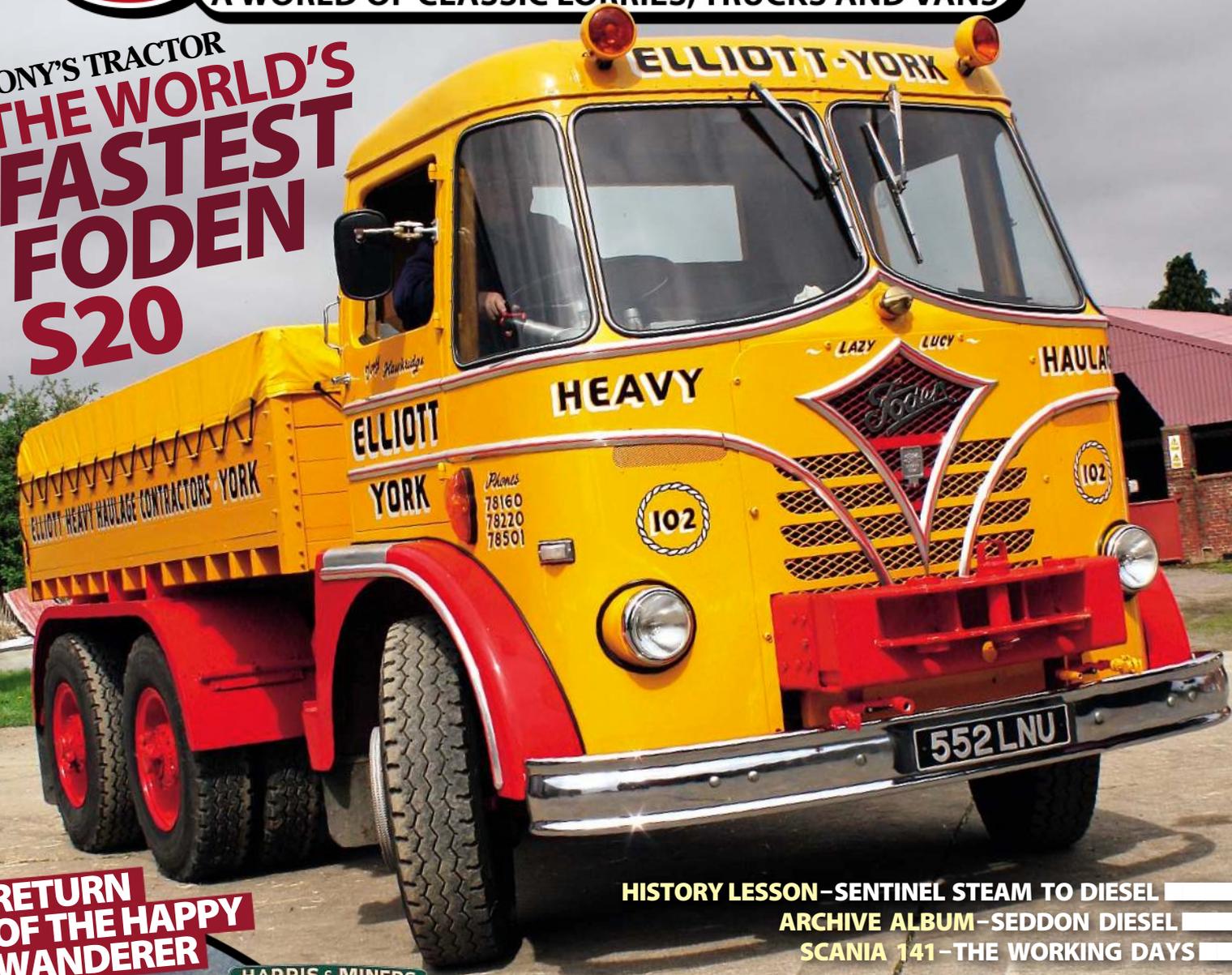


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1:48 (N) Scale

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NPP002 Plaxton Panorama Southdown £5.50

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Commercial vehicles



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1:76 (00) Scale

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CORGI
Corgi Collectables - Buses



OM46702A Wright Eclipse 2 "Bus Eireann 215 Blarney" **NEW TOOLING** £32

OM46702B Wright Eclipse 2 "Bus Eireann 203 Farranree via Parklands" **NEW TOOLING** £32

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

NEW



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

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Creative Master Northcord Ltd - Buses



UK5013 Mercedes Citaro Rigid s/deck bus "Southampton Uni-Link" (list £25) **BARGAIN** £8

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

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76OWB009 Bedford OWB Bournemouth Corporation **NEW** £11

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76XJ001 Jaguar XJ in Caviar Metallic **NEW** £4.50

76XKR001 Jaguar XKR-S in blue **NEW** £4.50

Commercial vehicles



76BD005 Bedford OY 3-ton GS (General Service) "British Rail" £9

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76SHL01WF Scania Highline Walking Floor "Eddie Stobart" **NEW** £18



76TCAB002 Scania T Topline Tipper "Tinnelly" £20

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76DSC002 Daimler Dingo Scout Car 10th Mounted Rifles 10th ACB Polish **NEW** £4.75



76SP005 Pioneer Recovery Tractor "RAF Blue Scammell" £9

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

1:50 Scale

CORGI
Corgi Collectables - Commercial vehicles



CC10605 Leyland Octopus 8 wheel platform lorry fruit & veg load "Entress Transport Ltd, Swansea" £43



CC11510 AEC Mammoth Major Mk V 8 wheel platform lorry paper bag load "Munro Transport, Aberdeen" £43



CC11705 Guy Warrior 8 wheel platform lorry sack load "Redpath Bros Ltd Haulage Contractors, Wooler" £43



CC13745 Scania R Nootboom Step Frame Trailer "Eddie Stobart Rail, Carlisle" £85



CC13759 Scania R Fuel Tanker "Wilson McCurdy, Ballymena" £73



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



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

1:43 (O) Scale

CORGI
Corgi Collectables - Cars



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



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



VA13501 Mini 1275 GT, 1970 Scottish Rally, Paddy Hopkirk & Tony Nash - 2nd overall, 1st in class. **NEW TOOLING** £23

OXFORD
Oxford Diecast - Cars



43APH002 Austin Hearse in white **NEW** £19

1:24 Scale

Exclusive First Editions
EFE - Buses



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

On the road to nowhere?



One of the worst jobs in Britain? Photo Bob Tuck



Right: Secret Servis!

Every day I get literally hundreds of emails, and not just from readers. Among the others are press releases from companies, government departments etc. from all over the world. Many are totally irrelevant to HC, but occasionally I'll receive one that surprises me – like the one I got a few of months back. It was from a job search website called Adzuna and listed the best and worst jobs in Britain. This was apparently done by studying 25 different criteria for each job such as working conditions, potential earnings, job security and unemployment rates.

So what are the worst jobs in the UK? Well, according to them, the very worst is being a miner. This is followed by courier, a title which seems to cover a multitude of jobs from postmen to motorbike dispatch riders. Strange they should list this sort of job as so 'unpromising', as the massive increase in internet sales led by the likes of auction site eBay has made couriers even more necessary.

However, what really surprised me was that HGV driver is listed as the seventh worst job in the country. Salary and outlook seem to be the big factors here, but one thing they don't seem to have taken into account is how much people 'like' a job. In my book

waking up in the morning and being enthusiastic for the day ahead has an awful lot to be said for it, and no amount of money could possibly compensate me for doing a job that I totally hate.

We all like different things. I detest paperwork for instance, and if I had to work filling in forms for the Inland Revenue every day I'd soon be drinking something poisonous! However, I love welding and panel making, a dirty and sometimes strenuous job that would be a nightmare for some. But the satisfaction of creating something in metal is unbeatable for me.

Anyway, here's the list for the 10 best and worst jobs, in order.

WORST
 Miner
 Courier
 Builder's labourer
 Journalist
 Sous chef
 Electrician
 HGV driver
 Waiter
 Care assistant
 Housekeeper

BEST
 Translator
 Web developer
 Surgeon
 Lawyer
 Vet
 Pilot
 Actuary
 Physiotherapist
 Architect
 Dentist

In case you're wondering, as I did, a sous chef is sort of a kitchen manager and an actuary is somebody who calculates insurance risks using statistics. And a web developer is not a spider.

Before I go, here are a few more survey results. The most stressful jobs, apparently, are oil rig workers, pilots, firefighters, doctors and journalists, and if you want a stress-free life you should be a translator, receptionist or librarian. If these don't interest you but you want to get on in life, you should be a mechanical engineer, but a tattoo artist apparently has very poor prospects.

Of course, the next survey that arrives may be totally different. Where does 'survey compiler' come in the list I wonder?

Changing the subject, I've had a few people comment on the Servis Recorder that I did a small feature on last month. Many of these concerned ways to 'fiddle' the device, but others asked if there really were some with no visible clock. Well, courtesy of Bob Tuck, here's a battered example to prove there was!

STEPHEN PULLEN
 spullen@mortons.co.uk

Stephen



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One of the most interesting things about classic commercials is the sheer variety of specialised uses they were put to – such as this Hawsons Bedford CF conversion.

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Alan Barnes reports on the restoration of the late Brian Harris' famous 1960 ERF 'KV'.



44 King of the road

In the automotive world, there is nothing quite like the throaty sound of a V8 – which makes Scania's 141 such a memorable lorry to this day.

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60 Tried & Trusty

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64 From our archives

This month we look at some of the trailers made by Scammell. Did you use one?





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68 Steam supreme

Sentinel's steam commercials were second to none – but proved to be their downfall.

76 Life in transport

Bob Weir talks to Jack Muir about his working life in haulage.

80 Like father, like daughter

Little did Paul Brook think when he set up his Rusty Trucks restoration business in 2010 that his first dedicated subcontractor would be his 30-year-old daughter Debbie.

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More nostalgia from the archives of NA3T.

94 A Minor misidentification

Dean Reader tells the story of the Morris answer to the 1920s/30s Austin Seven – the 5cwt Minor.



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98 Back to basics

In this new series we take a look at the basics of legalities and technical issues affecting the classic vehicle world.

100 Preston perseverance

When you're dyed in the wool Atkinson enthusiast, nothing will stop you putting one back on the road.

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The place to buy and sell anything connected to classic commercials.

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Did you know about these models then?

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MoT Exemption problems

WE HAVE Parry Davis to thank for bringing this issue to our attention. It would appear that some owners are trying to claim that their post 1960 classic vehicles are MoT exempt as they are 'display' vehicles.

However, the DVLA has stated the following as the definition of a 'display' vehicle for MoT exemption purposes: "Vehicles constructed or adapted for, and used primarily for, the purpose of carrying equipment permanently fixed to the vehicle, which equipment is used for education, display, clerical or experimental laboratory purposes. Such use must not

directly involve the sale, hire or loan of goods from the vehicle and not directly or indirectly involve drain cleaning or sewage refuse collection."

Basically then, the display exemption is for mobile classrooms, showrooms, laboratories etc. but not for the sale of goods, or even mobile libraries.

This is very important because, as Parry says: "It will only take one serious accident involving a vehicle that should have an MoT but does not, and is therefore uninsured, to bring the entire historic commercial vehicle movement into disrepute."

You have been warned...

Green alternative to lubrication

XCP HAS just launched a bio-based lubricating and maintenance spray across the UK.

With zero reliance on crude oil ingredients, XCP Green One is the UK's first widely available high-performance spray made from less than 99% bio-based materials, says XCP. Tests have proved it to be up to twice as effective as the traditional market leader in loosening stuck metal parts and increased wear protection:

Because it doesn't use ingredients derived from crude oil, XCP Green One is biodegradable, renewable and

sustainable as well as much safer and cleaner to use around the house and outdoors. It also ticks the flammability box and will only start to burn at around 176°C, while the leading competitor brand ignites at just 40°C.

XCP Green One hit B&Q shelves in June, with an introductory price of £4 per 400ml aerosol or £5 per 500ml trigger spray. The product will also be stocked in more than 170 Homebase stores from July and is currently available from amazon.co.uk

For further information visit www.xcp-protection.com



Welding without gas

IDEAL FOR general fabrication work, the Clarke MIG102NG welder does not require a gas cylinder. Using Flux cored steel welding wire, a type of wire which produces its own gas shroud as it burns, this machine can weld steel without gas while providing optimum performance and reliability.

Producing a maximum power of 90A it welds mild steel up to 4mm thick. Complete with a welding torch, 2 x 0.9mm torch tips (1 installed in torch), 1 earth clamp, 1 two piece welding mask, 1 mini spool of Flux cored wire and a wire brush/hammer.

The Clarke MIG102NG welder is priced at £131.98 inc VAT, for further information visit www.machinemart.co.uk



High pressure release for August

THE HOBBYWELD Ultra is a compact 20 litre extra high pressure welding gas cylinder filled to a massive 300 bar (excludes oxygen). This provides the Ultra with the capacity of a much larger cylinder combined with the convenience of a smaller one. The Hobbyweld Ultra also features an advanced built-in regulator and flow gauge with a snap-on connection system giving maximum control and ease of use. The regulator unit itself is encased in a strong protective guard allowing easy access and is difficult to damage. The superior gas volume provided by the Ultra high fill pressure offers the best refill value of any rent free product on the market with less visits to agents to boot.

A refundable deposit with no ongoing rental charges makes Hobbyweld Ultra the obvious choice for any welder looking for value and reliability of supply.

This quality product from an ISO 9001 assured company with over 35 years' experience will be available from the middle of August at over 170 Hobbyweld agents nationwide. For further information, contact John Rodden tel: 0800 433 4331 or email jrodden@hobbyweld.co.uk



Festival of Black country vehicles

SEE THE largest rally of Black Country-manufactured vehicles gathered together this year in one place – the Black Country Living Museum.

The Black Country was a major centre for vehicle manufacturing with cycles, motorcycles, cars, lorries and buses all built in the region. Visitors can see first-hand the well-known historical names such as AJS, Bean, Guy, Star, Sunbeam and Jensen. This names just a few of the automotive marques that put the Black Country manufacturing on the map.

The event is to be held on July 27, 2014, at the Black Country Living Museum, Tipton Road, Dudley DY1 4SQ. Telephone 0121 557 9643 or visit www.bclm.co.uk for more details – or book a day visit online and save 10%!



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Celebrating 40 years

THE GLOUCESTERSHIRE Steam & Vintage Extravaganza will take place once again at South Cerney Airfield, Cirencester. From Friday, August 1, to Sunday, August 3, 2014, the event will attract more than 15,000 visitors and raise money for local and national charities.

This year the show celebrates its 40th year and the organisers want to celebrate with everyone, especially those born on September 6 or 7, 1975 – the weekend of the very first show. If you were born on that weekend, you can be sent one complimentary ticket for the show. (DOB ID will be required). Please contact:

helen@eventspr.co.uk

The show was originally conceived for steam enthusiasts, but the range of exhibits has grown year on year. It now boasts a huge array of vintage transport, commercial vehicles, classic cars, steam engines, traction engines, motorcycles through to military vehicles, emergency vehicles tractors and historic caravans.

The commercial section will feature over 100 vehicles with representation from Foden, ERF, Bedford, Atkinson, Scammell, Austin, Leyland and Morris. There is the opportunity for free rides on some of them around the showground site.

Gloucestershire Steam & Vintage Extravaganza is packed full of exhibits, displays and curiosity stalls to keep the whole family entertained for hours with

displays of Victorian memorabilia ranging from antique sewing and knitting machines and model dolls' houses to vintage garden tools and 1940s to 1950s homeware. Alongside the hundreds of vintage vehicles, there will be the popular steam driven vintage fun fair, electric yachts, waltzer, big wheel, steam-driven gallopers, face painting, dodgems and traditional arcade games, plus an animal and

countryside area with poultry, shire horses, rare breeds, alpacas and ferrets with an arena demonstrating horse logging, falconry and dog agility.

The popular Ken Fox Wall of Death, one of the last original ones dating back to 1929, will make a welcome return to wow the crowds as they perform tricks, acrobatics and high-speed chases on their 1920s Indian motorcycles.

ADMISSION INFORMATION

Show opens at 10am.

TICKET PRICES

FRIDAY

PRE SALE Adult £5.60 Junior £3.20
ON THE DAY Adult £6 Junior £4

SATURDAY OR SUNDAY

PRE SALE Adult £8 Junior £4 Family £20
ON THE DAY Adult £10 Junior £5 Family £25

WEEKENDER

PRE SALE Adult £12 Junior £6 Family £28
ON THE DAY Adult £15 Junior £8 Family £35

Family tickets: Includes two adults and two children. Juniors (Age 5-15)

Weekender tickets: Includes entry to all three days but no overnight camping. Discounted tickets are available to buy online at

www.glossteamextravaganza.com or from Cirencester Tourist Information Centre, located next to the Corinium Museum. Public enquiries contact 01453 890891. A free vintage bus service will be operating around the perimeter of the show site and to and from Kemble railway station throughout the show to connect with selected First Great Western Trains.

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or 07952 249899/07809 629756
email: directfencingoffice@sky.com

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Gates open 10am – 5pm (Sun)

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- Over 65s £7
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Sirdars and Seddons



I AM writing with regard to the From Our Archives article in the May issue of HC, featuring the

Seddon 13:four.

I worked at Seddons for 46 years, including two years' National Service in the REME. During this time, I worked on, among others, the 32:four, and did a lot of testing with it at MIRA and also road tests with Commercial Motor magazine and others. I even won the most economical driver prize in a long-distance road test against the rest of the industry, organised by

Commercial Motor magazine, and still have a couple of trophies somewhere. This was done with an 8LX Gardner at 36 tonnes.

I also worked on the first 32:four to have a Rolls-Royce engine fitted, which I think was a 220bhp unit. The production manager was with us when we started it for the first time, and he said to stop it immediately because it sounded like a concrete mixer with a load of bricks in the drum. He then said he would

ring Rolls-Royce and when he came back he said to leave it until tomorrow when the service engineer would be there.

The next day the man from Rolls-Royce arrived and told us to start it. He then said: "What's the problem with the noise? It's a Rolls-Royce diesel not a car!" Later, I did a full day's testing with them at MIRA, pulling a fully loaded trailer and the big dynamometer. What the total load was I don't know, but I didn't get out of first gear.

On page 106 of that issue there is a photograph of a Seddon

Sirdar. To my knowledge we only made a total of three. The first went to the show at Earls Court minus its cab, while the second, which could be the one in the photo, was exported. The man in the passenger seat is the production manager Frank Galbraith. I don't know who is driving, but the photo was taken only about a mile from the factory on the A663 Broadway to Royton. The third Sirdar was built up to the point of fitting the rear suspension but then it was scrapped.

Roy Coulson

Well done Roy. We don't get enough memories from the factory floor, so have this month's prize - Ed.



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Atkinson gritters

READING THE article in HC March about Atkinson gritters prompted my memory back to the late 1960s/early 1970s.

At about this time the company I worked for had a contract for the summer service/repair of

some of the Ministry of Transport gritter fleet. Most of the vehicles we repaired were of the Bedford RL type (although in the early days we had a few Bedford QL) which were collected from various parts of the country.

As a one-off, the company agreed the repair of one of the 6x6 Atkinson vehicles. The vehicle was collected from the M6 Keele motorway maintenance depot and brought to St Ives for repair. I am sure that this was one of the *** ELO series of registrations. At collection, the ministry inspector had reported some chassis damage, the vehicle having hit a culvert while snow ploughing. This had bent the plough sub-frame support strut and twisted the chassis frame at its mounting point behind the nearside front spring hanger.

A full inspection confirmed the damage and the need for major chassis repairs. Removal of the cab became quite a complicated affair because, as mentioned in the article, the electrical systems were all enclosed and routed outside the chassis. To maintain the sealed electrics, the ministry would not allow us to cut the

cables, meaning everything had to be unclipped and removed with the cab. After cab removal, the engine (AEC 11.3) and front axle were removed and the nearside chassis rail stripped out. Blakers from South London came and reassembled the chassis. Reassembly soon followed and after painting and resealing all parts and inspection by ministry inspector, the vehicle was returned to Keele.

As a matter of interest, the light bar over the cab is able to swivel and drop down. We were told this was because some of the county council workshops did not have sufficient height to allow these vehicles in with the lights being fixed.

Photograph shows Bedford gritters being serviced in the workshop.

John McGlade,
Somersham,
Huntingdon





Saturday 2 August 2014 – 11.00 am

On behalf of Mark Watkins Esq
Newham Industrial Estate, Truro, Cornwall, TR1 1AA

Important Sale of Vintage Vehicles and Other Collectables

Guy Lorry 1934 (HBH 316) taxed and running; Albion Chassis Cab (LFJ 99); Volvo 4 x 2 Tipper (MAF 11P); Morris 1000 Pickup (YOD 404, V5) in need of restoration; Morris Commercial PV (JCV 774) running order; Morris PV Van (NAF 226, V5) with engine/parts ready to finish, once belonged to Falmouth Music Centre, been fitted with Alan Powell 56 Key organ, presently running on CD Note, considerable qty of book music will be sold as separate lot; Jaguar XJ6 Saloon 1987, 2.9 manual, genuine 52,000 miles; Austin 10 1937 (FLG 819 V5) presentable original condition; Wallis Advance 3 Ton 3 point roller with side valve petrol engine; John Deere Model D tractor running with winch; Ferguson T20 Tractor; Four Showmans Living Vans: recently used for holiday accommodation (external ribbed horse drawn, traditionally painted, each needs some restoration work); Ferguson 2F plough; Binder used in St Buryan Parish; Bamford Mill; Stationary engines mostly by Lister, Wolseley and Fowler including D's, Juniors, hopper head and others; Water pumps for use with stationary engines; Diesel Pump; Cast iron post and wheels; Bicycles; Ward & Co Birmingham Capstan lathe; Small engineers milling machine; Tooling & cutters; Blacksmiths Anvils; Vehicle parts and many other items of interest to collectors and restorers.

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Underneath the arches

I WAS delighted to see the picture of Luton Arches, Chatham, in the June issue of HC.

A van can just be seen in Luton Road through the left-hand arch. This is parked outside the Chatham Co-operative Society's shops and I recognise it as their 1938 Morris Series 11 8/10cwt van, which from memory was registered FKL 53.

Chatham Co-op had an eclectic fleet in a livery of matt chocolate brown. There was a sister vehicle, FKL 52, which had been converted to a milk float and which I last saw in a small breaker's yard just off Magpie Hall Road (the right hand arch) in about 1966. FKL 53, however, went into preservation and had quite a chequered career in retirement. It was painted red and signwritten in the name (I think) of Harvey, and appeared in the 1971 film *10 Rillington Place* about the mass murderer John Christie. I am certain I saw it again last year in a rerun of the television series *Poirot* when it was a butcher's van driven by a murderer.

There was a third arch on the left which was Chatham Hill, a notorious stretch of the old A2, the main road to Dover from London before the advent of the M2, for the policing of which the Super Snipe White Pigs were purchased, as depicted on the previous page.

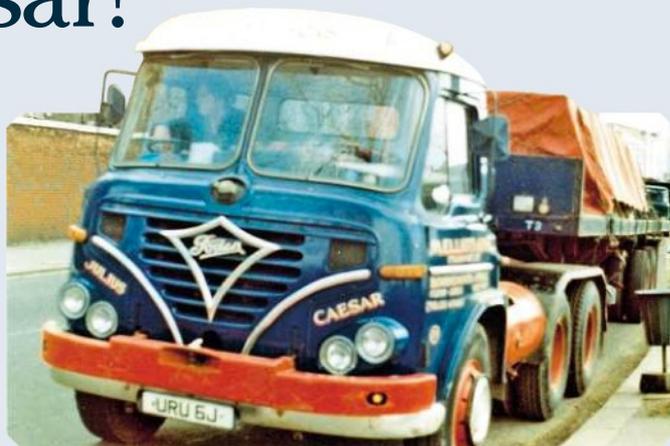
I think the picture of the BRS Bedford Scammell on the next page can be dated to the early 1950s. The truck has a 1948 registration and has the old logo which was phased out over a couple of years from 1955 (I think) in favour of the rampant lion symbol. The fleet number shows it to be a South Eastern Area Parcels' van, so it would have been in green with red wheels and black wings. Strood was affected by the great floods of 1953, and couple that with the fashions of the chippy's customers, and I suggest that gives a reasonable clue as to the date.

Lewis Burrell
South Wales

Ave Caesar!

SEEING THE picture of the superb Foden eight-wheeler on page 18 of the July edition of HC reminded me that I had taken a picture of a Foden named Julius Caesar in Lambeth Palace Road, London, in 1979. I wonder if the rest of the fleet had names such as Nero, Caligula and Brutus?

Harry Coughlan
Rayleigh,
Essex



Scammell down under

THE ARTICLES by Dennis Brooks in the May and June issues of HC brought back memories of the days when Australia was a major export market for Scammell in the 1960s and 1970s.

The Hebden Mining Contractors Dennis mentions were a brave move by Scammell, considering that the Contractor was basically a road-going tractor. The Hebden management rated the Contractor dumpers to carry 'four buckets' of coal at about 10 tonnes a time, so, if anything, the vehicles carried even more than Dennis said, and grossed at some 60 tonnes. With the Scammell 10-tonnes front axle, this meant that 50 tonnes had to be taken by the bogie and Scammell uprated its 40-tonne bogie for this application.

Unfortunately, the heat-treated cast-steel axle cases were very difficult to make as the big complex core tended to move during the casting process and instead of the specified half-inch wall thickness, the cases were only a quarter-inch thick in places. This made the case flex under load (no doubt when a big bucketful was dropped into the body) and the driving heads came loose. No doubt this was why Dennis had to check for oil leaks at this point. Scammell ended up replacing most, if not all, of the affected axle cases.

John Fadelle
Via email

Another Atki

I REFER to page 82 of the July issue of *Heritage Commercials*.

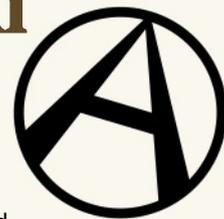
I notice that the writer/researcher refers to there being eight Atkinson SBT 4x2 lorries being produced. I understand that there were actually nine of these made and the missing registration number on the list is EXM 122; also that this vehicle was new to Pickfords in 1963 and ended its working life with Noble's Fun Fair in the North East of England.

It was bought and moved

to the Retford area before being purchased by its current owner and now lives just outside Horncastle in Lincolnshire.

It is now awaiting restoration which I hope to start over the winter months.

Matt Robinson
Via email



Floating about

WITH REGARD to the Archive Album feature on milk delivery vehicles in the March issue, I enclose a photo of an ex-United Dairies' electric float now in use

in Brighton Marina. This is one of only two still in use down here.

Owen Diver
Brighton



D series memories

WITH REGARD to your request in the June issue of HC, I drove several D series throughout my driving career from 7.5-tonne up to 16-tonne.

In the early 1970s I worked for a local tile company which had two, one a 7.5-tonner for local deliveries to shops and contracts with various tillers, the other a 1414 for runs to the Potteries and North Wales to collect tiles to bring back to our base in Essex, and also for bulk deliveries which were too heavy for the small vehicle. Both vehicles were the first M reg, which made them 1973.

Then I changed jobs and went to a company in Dagenham which owned three D series, all different. The one I drove was 1616 with a six-cylinder turbocharged engine, five-speed box and two-speed axle. It had Ford's Custom Cab with 4-5 inches deep chrome trim below the windscreen and a chrome bumper. It was registered in 1971 and we used to call it FLO as that was in the registration,

and it was a really good motor. It had a 25ft flat aluminium body and it was fitted with twist locks for ISO 20ft containers. We also did general haulage with all three vehicles.

Of the other two, one was a V8 engined four-wheeler with six-speed box and 20ft body for general haulage and fitted with twist locks for containers. The other was also a V8 engined but was a six-wheeler with the Custom Cab, but I never got to drive that one as it and the driver were contracted to another firm, A E Neall out of the Fiddlers in Dagenham.

We did all kinds of work for a company called John Goodes – import and export mostly – so if anybody remembers it I would be pleased to hear from them. The owner was Albert Neall and the drivers were Andy, Gordon, Dave and me. Thanks very much for jogging my memory.

Peter Field
Via email

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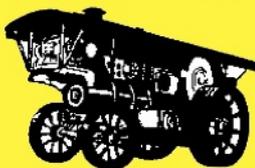

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MEMORIES ARE MADE OF THIS

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 LNU must now be the quickest 1959 Foden S20 6x4 on the planet.

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

Our memories are precious and we should treat them like treasure. True, there are often things in the past which we'd rather forget, but the selective mode of recalling what we want often means the happy thoughts from yesteryear generate all manner of warmth when seen through a rose-tinted viewfinder.

It helps the cause if you have something tangible, like a photograph, to bring those heady days back into focus. Tony Hawkridge certainly has a wealth of assorted images he can consult. However, he also has a stunningly bright, huge chunk of metal that not only brings the early 1960s back into mind but also creates happiness personified: "I don't even have to drive it," he says, "as just sitting in the cab or just looking at it makes me want to smile."

Now in stunning Elliott's of York livery, the 6x4 1959 S20 Foden ballast box tractor 552 LNU turns heads wherever it goes. And while Tony is at pains to point out that it was Andy Turner from Bingley who originally saved this slice of Foden history and brought it back to better than 1959 condition – honestly – it was Tony himself who had the vision to transform a good motor into a replica of a piece of York-based history.

GOING SEPARATE WAYS

If brothers Edwin and Joe Elliott hadn't decided to go their separate ways in the late 1930s then you might not be reading this story. The pair had joined their father William in the Bishop Auckland (Co Durham) based Elliott's Excavators, so no surprise that when Edwin moved south to York he also got into plant. "There were three separate sides to the Elliott York business," says Tony. "It did some general haulage like sugar into Rowntree's and also some heavy haulage, although the biggest side of the operation must have been plant hire as the company hired out all sorts of equipment."

Tony – now 61 – has been a big fan of the Elliott business since the age of eight. "I was born and bred at Marygate in York but when we moved, the Elliott's yard was just up the road. My dad – Bill – had driven for the company when I was younger but I just seemed to take a shine to them. I used to stand on the corner outside the yard watching wagons come and go until one of the drivers – Harry Ingleby – must have noticed me there. He eventually asked if I fancied a ride out in his Thames Trader artic and I can still remember rushing home to ask my mam – Brenda. It's not the sort of thing that could happen now but Harry knew my dad and things started from that first trip to Sherburn-in-Elmet with a Drott machine."



Tony (right) with good friend and fellow Foden driver Paul Morley.



Tony's re-creation of a piece of his road haulage past.



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Topping 50 – and climbing!



A newer rear bogie was transplanted into the chassis – it's made it a far better vehicle.



The change mechanism for the high and low hubs Foden used to fit on the heavy haulers.



Tony changed the front hitch to the type which Elliott's used.

At the age of 12, Tony became the unofficial Elliott yard boy: "The boss – Edwin – paid me 10 shillings (50p) for working in the yard on a Saturday and it was like seventh heaven." It's no wonder this youngster wrote to Mr Elliott (as of course he always referred to him) asking for a job when he left school at 15. And no wonder he got one.

Tony reckons he can look back on 10 years' service with Elliott's, although of course the first seven were in an unofficial mode. His three years as a driver's mate were certainly a

huge learning curve for the teenager as he endured all sorts of cold, wet and generally extreme working conditions. He worked on several motors but the 6x4 Foden S20 XVY 102 was to leave its mark on the youngster. "When it was new in 1961, it hardly ever came into the yard," says Tony. "It was equipped with a bolster and worked with an independent bogie carrying long steel out of Teesside – I think – so I hardly ever saw it."

First regular driver was heavy haulage legend Peter Clemmet who confirms that

when he had the wagon he was working from home in Yarm: "Neville Greaves did the first job with it," says Peter, "as he transported a Lima from one end of the Doncaster bypass to the other. It was a week before the motorway was opened and then Edwin gave it to me to replace the Scammell six wheeler, JXH 285. That new Foden was a cracking motor."

Peter's regular mates when he was carrying long steel were either Paul Robinson or Frank Atkinson: "We were going all over with steel out of Dorman's and girders out of Teesside Bridge. And we did all the concrete beams out of Dow Mac which went into Newcastle and Leeds inner ring roads."

Hardest job Peter recalls was moving a 54RB (gross about 80 tons) from Dunfermline to Matlock: "To miss out Berwick on the A1, you had to go round and through a place called Ford. I told the police escort to stop all the traffic and not worry about what the Foden would do but he was still gobsmacked when we crested the hill. As you climb, the weight through the fifth wheel would always lift the front axle clear of the ground and I'm sure it was about 3ft in the air as we topped that rise. Tony Williamson and Cyril Woods were my two mates then and I can still remember Cyril saying: 'Bejesus Peter we're going to go over,' but we didn't." It was a slow trip because top speed in low hubs was only 18mph.

About 1965, Peter was moved on to Elliott's Pacific, and XVY 102 was later converted into a ballast box tractor unit. With Ken Pitts as its regular driver, it continued to do all sorts of herculean feats – as Tony himself witnessed. He still has vivid memories of moving a machine round Rochdale when the M62 was under construction; and another heavy load was a 71RB that went to an opencast coal site near Whitehaven: "I'm sure our gross weight was well over 100 tons," says Tony, "and to get up and over Shap, we had a push from the Diamond T wrecker of Hudson's from Milnthorpe."

This Foden only had the Gardner 6LX-150bhp engine but was capable of such work because it was fitted with a 12-speed gearbox and deep reduction hubs on the rear bogie. Officially the tractor had to be jacked up so the wheels and hubs could be turned or changed by hand between high/low ratios but a good driver and a good mate could rock the



“As you climb, the weight through the fifth wheel would always lift the front axle clear of the ground and I’m sure it was about 3ft in the air as we topped that rise”



This mid-1970s photo sees the Foden converted into a tractor unit in use as a showman’s vehicle at the Goose Fair in Nottingham. Photo Tony Hawkridge collection.

wagon so the hubs could be changed without wasting time on the jack.

The Elliott heavy haulage fleet was something of a mix. The biggest motors included an ex-American Army Pacific M26 tank transporter and also a Thornycroft Antar. However, the backbone of the low loader operation were Fodens and Scammells. And we love how Peter Searson (of Heanor Haulage) later described the Elliott operation as: “Heavy haulage men that moved ‘big loads’ with ‘little lorries’.”

MOVING ON

Tony was to get sacked from Elliott’s for a bizarre reason. It’s a bit complicated but I wouldn’t have thought that asking for someone else to do the postman’s job (during the 1971 postal strike) merited getting fired. But the 18-year-old wasn’t too worried: “I approached another famous York firm called Flowers Transport,” says Tony, “and it took me on straight away working in the warehouse.”



The rough state of the Foden is evident in this picture taken when Andy Turner bought it. Photo Andy Turner.



The original Gardner 6LX-150 was seized solid so it was replaced with a 6LX-180. Photo Andy Turner.



The cab required a huge amount of both wood and metal work. Photos courtesy of Andy Turner.



This shot from John Sanderson shows LNU when new fitted with an unusual type of cement mixer.



The restored lorry when purchased by Tony. Photo Andy Turner.

I shunted motors in the yard and when I got to 21 they put me through my Class 1 and I've been driving heavies ever since." As it turned out, the Elliott business closed down in 1975 after Edwin Elliott suffered a sudden heart attack and was found to be dead on arrival at hospital.

Tony subsequently worked for a few hauliers, with his eight year stint with Fashion Flow in the 1980s being his best job which only ended when the firm closed the local depot. However, in 1997 (when he decided he'd had enough of spending his week sleeping in a wagon) he joined the huge driving instructor staff employed by the MoD at nearby Leconfield.

Although Tony has spent all his working life in transport, he's also a complete wagon anorak during his non-working time. He's made some fantastic models; but as time and finances have allowed, over the last 28 years he's also indulged himself in full size classic/vintage trucks with 552 LNU being his fourth such motor. And so far as Tony is concerned, it is the one he's always wanted.

MIXED FORTUNES

In 1959, the two cousins John and Hubert Swindells – trading as JW Swindells – were based at Church Road in New Mills, Derbyshire. As well as tippers, they had quarry interests and the name of Arden Quarries Ltd was painted on 552 LNU when it was delivered brand new during early July 1959. The short wheelbase S20 6x4 was to be equipped with a specialist Ransome & Rapier cement mixer body.

The JW Swindells business sold out to the Tarmac Group in 1973 although by then the '59 Foden might well have been sold on. It was seen at Nottingham Goose Fair in 1976 and at that time had been converted into a fifth wheel tractor unit to haul a long showman's semi-trailer.

Twenty-five years later it was looking in a sorry state when Andy Turner caught up with it. "Jack Schofield – the showman from Retford – had bought the Foden as part of a job lot about six months before I saw it and as he didn't really want it, he sold it on to me."



XZY 102 standing empty with a bogie in tow. Photo PM Photography.

Andy obviously liked a challenge because the '59 Foden looked well past it. But transported back to Eldwick near Bingley in West Yorkshire, Andy spent the next three years on this restoration – and what a job he did. “The original Gardner 6LX was seized solid,” says Andy, “so I sourced a 6LX-180 – which is the same physical size. A big bonus of this latter engine is that it doesn’t smoke when cold as much as the 150.”

A different nine-speed gearbox went in (sourced through Naylor Myers of Huddersfield) and seeing that one of the original diffs was past saving, a newer rear bogie was transplanted into the chassis: “The purists might be upset about more modern gear going into the wagon,” he says, “but it’s made it a far better vehicle.” It certainly has.

The cab required a huge amount of work but Andy noticed the original build design to the driving seat arrangement didn’t help: “Foden attached the driving seat to the rear of

the cab and the bouncing motion – coupled to the weight of the driver on the seat – meant there was a build-up of stress to the back of the cab.” So to prevent this continuing source of stress, Andy used the pedestal type setup from Foden’s earlier S18 cab to support the S20 driver’s seat. What a great idea.

As we discover, Andy was to make a fantastic job with the S20 not only in its appearance but also in its road going performance. But you’ll have to read on to discover how much difference he actually made.

DREAM COME TRUE

Painted green, the first time Tony saw the restored 552 LNU was at the 2004 Ackworth Gathering of Fodens. It was in fifth wheel tractor unit guise but even like that, Tony spotted the personal potential he could see in the vehicle: “One look at the S20 and the Elliott memories came washing back,” recalls

Tony. And while the Foden wasn’t for sale then, he made sure Andy knew that he was very interested – should he want to part with it. Tony had to wait four years before Andy fancied tackling another restoration project and in July 2008 Tony says it was like having a dream come true when Andy sold him the lorry.

The conversion to Elliott guise started with the cab getting painted into Elliott’s “Tractor” yellow and this was done – courtesy of his boss Paul Brook – at Leconfield. Although there was nothing wrong with the rear mudguards, Tony wanted them changed into the style Elliott’s had. And also converted was the front tow hitch: “During the re-build, Andy had extended the chassis forwards so a front hitch could be made but I altered that again in the style of the Elliott type.” The finishing touch to the front end saw John Sanderson come up trumps with a period Foden chrome bumper.



When XZY 102 was new it was run mainly on long loads as an artic tractor unit with semi-trailer or independent bogie. Photo courtesy Peter Clemmet.



Peter with his two children, Jacqueline and Stephen, on the bonnet of an old Scammell. Photo courtesy Peter Clemmet.

Specification:

Make / Model:	Foden FG6/20 S20 cab
Chassis No:	44914
Year:	2.7.59
Registration:	552 LNU
Engine:	Originally 10.45-litre Gardner 6LX-150bhp – now 6LX-180bhp
Gearbox:	Originally Foden 5-speed now a Foden 8-speed
Gross Vehicle Weight:	20 tons – originally as a rigid
Wheelbase:	11ft 3in
Fuel return:	11mpg
Top speed:	65mph



This 19ft high, 71ft long butane tank was taken from Harrogate to Hull. Photo courtesy Peter Clemmet.



We love how folk stopped and stared when Peter and his Elliott Foden passed by with this 96ft long concrete beam, hauled from York to Leeds. Photo courtesy Peter Clemmet.



Peter standing on the step waiting to leave Thompson's of Bilston with a tank. Note the bogie just supporting end of vessel, with no trailer in between. Photo courtesy Peter Clemmet.

Along the way – as can be seen – Tony has also converted the rear hubs to the type fitted on XVY 102. We love how he's done it but you'll have to ask him his trade secret.

Tony's plan to convert the artic unit into a ballast box tractor saw his garage at home taken over by the creation of the 'box. Made at a certain height it allowed for Tony to simply reverse the Foden into the garage and drop the box onboard. Just like that.

The box's cover was made to measure by East Coast Tarpaulins of Driffield while Colin Coleman of Bridlington did the vehicle's signwriting: "He did a stunning job," says Tony. There were a couple of non Elliott personal touches applied and we like how Tony has credited Andy Turner with the vehicle's restoration. We were also taken with the 'Lazy Lucy' name on the front: "As a kid," says Tony, "I can remember seeing an S18 Foden eight-wheeler of Gilbraith Transport from Accrington crossing Skeldergate Bridge in York. It had the name of 'Lazy Lucy' and it just seemed to strike a chord." It certainly has personal connotations for Tony but as we discover, there is nothing at all lazy about this motor's performance.

GO, GO, GO

First outing – under new ownership – for the S20 was the '08 Halloween Run. Keeping Tony company (and sharing the driving ever since) was Paul Morley who is also on the civilian instructor staff at Leconfield. Paul has a similar passion and background in transport history with most of his early driving life being on tankers for John Foreman/P&O Group. Paul just loves the chance to get behind the wheel of this superb piece of transport history but Tony and I leave him behind when we go for a short – but very sweet – test run.

First surprise of the day is when Tony fires



up the cold Gardner engine but rather than filling the storage shed with smoke, there's hardly a trace to the exhaust. The S20 cab is an easy one to get into and this passenger has a huge amount of space to enjoy: "The air cleaner used to be in that footwell," says Tony as we thread out of the farm complex, "but Andy moved it round to the back of the cab."

The cab interior is immaculate and you can see that Tony – and Paul – have a huge pride in their steed.

Second – and biggest – surprise of the day comes as we pull out into traffic on the main A164 road. I see a new looking Scania artic coming our way and think Tony may let him pass so he doesn't have to follow us but our man thinks differently: "I'll soon leave him

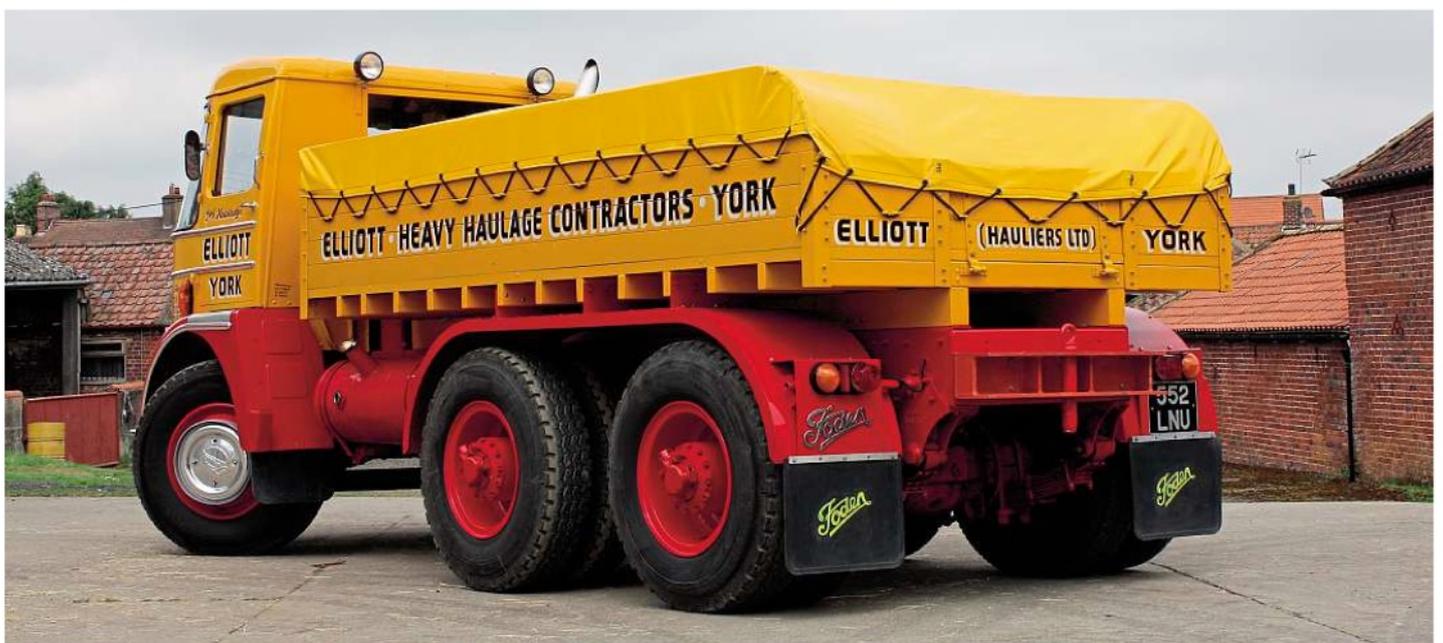
behind," he says and I soon understand what he means. The Scania is quickly behind us but once we reach the de-restriction sign at the end of the 30mph limit, Tony puts his foot down and we do leave the Scania trailing in our dust. I'd better not say how fast we go and technically speaking our man is breaking the truck's speed limit but it is great just to wave at the Scania driver through the Foden back window as we literally zoom away from him.

For the ride back, I take over the Foden hot seat and experience what a super drive this is. The gear lever shift is a bit heavy and while the steering wheel is a bit on the flat side, the sheer balance and feel of the six-wheeler is superb. Interior noise isn't too obtrusive and while it shakes you up a bit, there are no

clunks or bangs – denoting one very superb restoration job that was done more than 10 years ago. Andy – you did one heck of a job.

I too boot the motor along a bit and cannot understand how the S20 can accelerate – in top gear – while on a long upward gradient. I say again, this must be the quickest 1959 S20 Foden 6x4 in existence and Foden devotees must rejoice every time they see it. What a complete eye-opener this day has been.

If you want to hear more of Tony's thoughts on Elliott's history (and this special replica Foden of course) our man does give illustrated talks on the topic. He doesn't charge too much and should you wish to get in touch, contact him on 01377 250760 or by email at tonyhawkridge@live.co.uk



Tony made the ballast box himself and changed the rear mudguards to the same type as used by Elliott's.

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Off the RAILS *part three*

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.

One of the more interesting phases of railway lorry goods operation was the supply of dedicated services and specialized vehicles in what would today be called contract hire.

For example, prior to the grouping of the railway companies in 1923, the more enterprising railway companies worked closely with various biscuit and confectionery manufacturers to transport their goods in full wagonloads from the factories to railway depots across the country.

At the depots, the railway companies supplied storage, warehousemen, driving staff and vehicles to deliver the products locally and if necessary collect the empty biscuit tins for return to the manufacturers. In most cases the vehicles were painted in the manufacturing company's standard livery. This type of service was later extended to include fertilisers, seed, grain and bagged cement products among many others.

A much later manifestation of this system was the use by the London Brick Company of special railway wagons loaded with bricks at the brickworks, delivered to a distant railway goods depot for stockpiling and the bricks delivered from there by road. The continued growth of the profitable warehousing and delivery operation grew during the 20th century and was later transferred to National Carriers and then into Excel Logistics and into the 21st century, though no longer rail connected.

In 1928, the railway companies had been granted 'Road Powers' by an Act of Government. Prior to this date there was some uncertainty as to whether the road goods and passenger carrying services they operated were actually legal. This act gave the companies the right to invest in various bus and coach companies as well as to operate what were called 'throughout by road' services which enabled the railway company's road goods fleet to offer direct competition to road hauliers.

Previously it had been generally accepted that road collection and delivery was necessary when goods had been transported by rail for part of the journey, but that right had never been enshrined in law. With the introduction of the act, the railway companies

could then freely advertise their road services and did invest in some bus companies with the sensible intention of co-ordinating services, having interchangeable tickets and reducing unnecessary competition.

This 1928 act gave the railways a better chance to compete in certain operations with the private road hauliers, especially on services where none of the collected traffic went by rail. Again at this stage it is difficult to quantify just how much traffic was taken from existing road hauliers, but there was one service that certainly helped the farming community and went under the name 'Country Lorry Service'.

As noted earlier, the railways already stored and delivered fertiliser, feedstuffs and grain to farmers and could now offer a local delivery service for the farmers' produce as a result of the act. All the railway companies covered large rural areas and the country lorry service was obviously a boon to farmers who could now distribute their agricultural produce to markets and customers more regularly over a larger area.





1: Although the lorries have London, Midland & Scottish Railway Co markings, this is almost certainly an ex-Lancashire & Yorkshire Railway warehouse, possibly at Bolton, showing Leyland lorries loading goods for delivery.

2: The railway companies (Great Western, Southern, London, Midland & Scottish and London & North Eastern Railways) all invested in additional lorries to cater for extra traffic generated by a 1928 Act of Parliament confirming that the companies could offer direct road services – that is not using rail for any part of the journey – for collected goods. Among the new vehicles was this Fordson model 51 modified with a third axle, used as a livestock carrier with a cab designed by the company's Swindon Works. The lorry was operated at stations owned jointly by the Great Western and London Midland railway companies.

3: The body on this London & North Eastern Railway Karrier C2 lorry would be suitable for carrying agricultural produce or general goods when used on the country lorry service.

4: The London & North Eastern Railway invested in this Bedford W lorry which was fitted with a livestock carrying body for use in the southern part of that company's operating area. PHOTO COURTESY HS TRANSPORT COLLECTION.

5: In the York area this London & North Eastern Railway Ford 7V six-wheeler was used for 'Country Lorry' deliveries. Unusually this lorry was fitted with a 24hp four-cylinder engine rather than the more common 30hp V8 petrol engine. The reason for the fitting of the alternative engine was simply to keep the purchase price as low as possible. PHOTO COURTESY HS TRANSPORT COLLECTION.



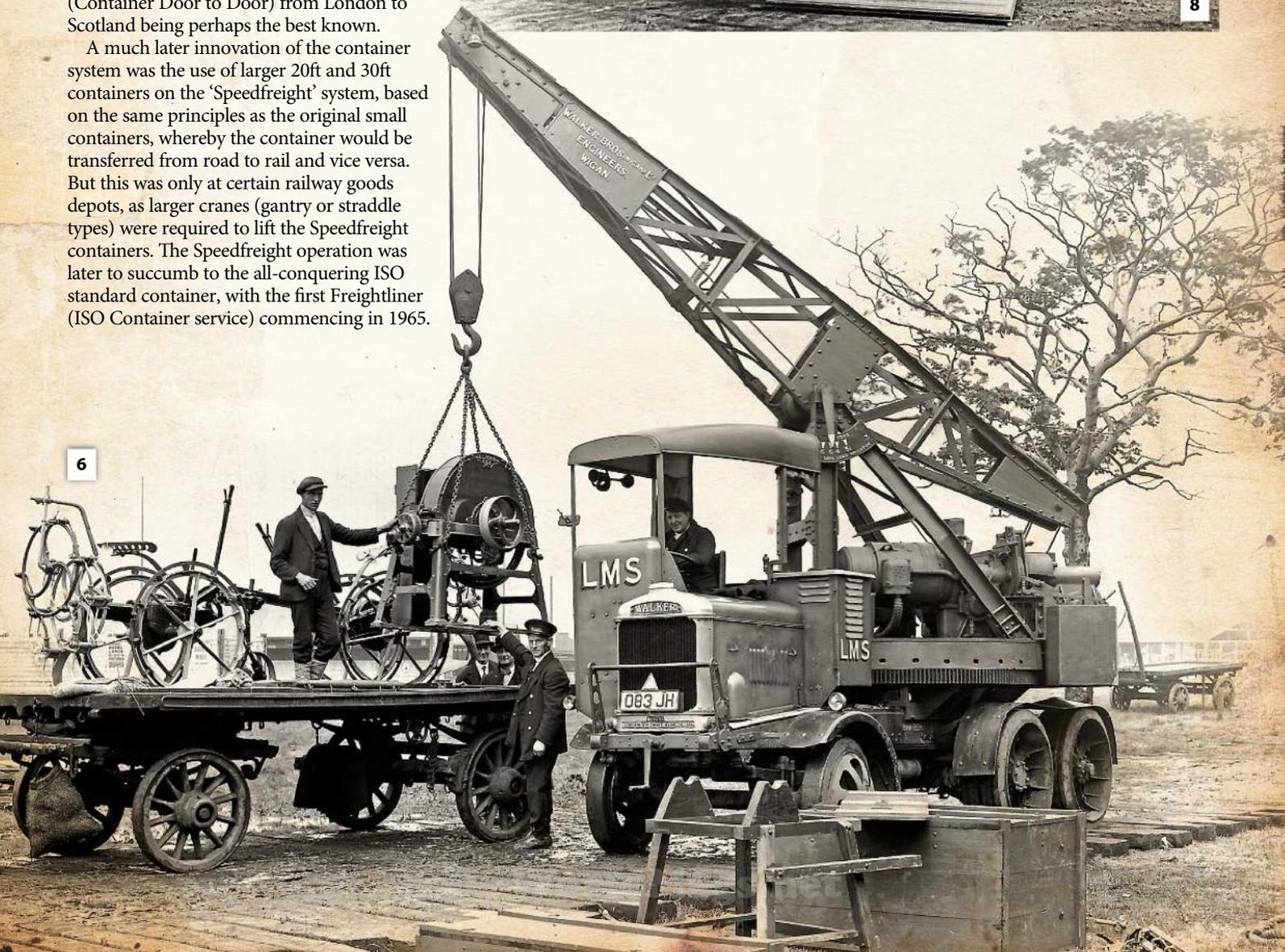
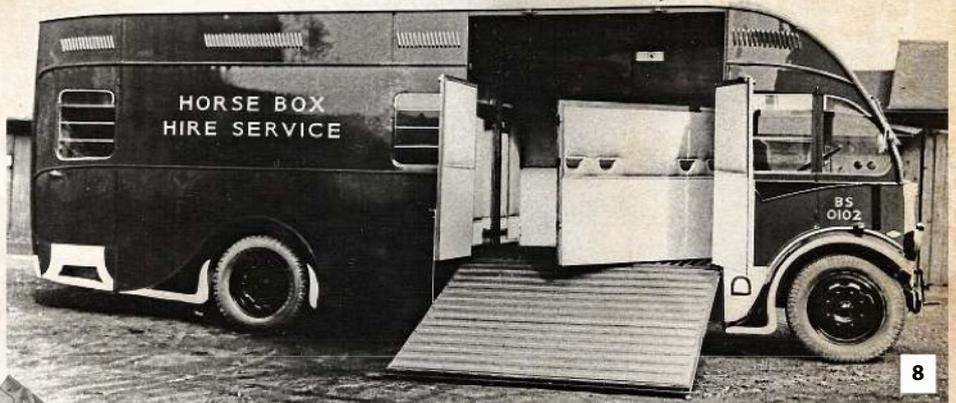
THE CONDOR AND THE CONTAINER

Another far-reaching innovation, dating from the same year, was the introduction of a standardised form of transferable Road/Rail container. These containers were built in three- and six-ton capacities, could be covered or open, have end or side doors and be insulated to carry meat or fish. They were built by all the major railway companies to a strict set of dimensions and could easily be transferred between road and rail vehicles by crane. They offered the customer the comfort of knowing that their goods were not being handled between being loaded at their premises and unloaded at the destination.

The containers were a complete success, restricted only in later years by their relatively low capacity compared with the ever-increasing size of road vehicles. The goods carried in these containers could vary from empty tins going to canning factories, hanging garments, bicycles, rolls of cloth, bricks and tiles to paint and molasses (in containers) and hanging meat.

The Birds Eye Company even used numerous insulated containers for its packed frozen food. The end door containers were ideal for the transport of new furniture and for household removals. The total fleet of containers numbered over 21,000 in 1950. At one point dedicated container trains were operated between major centres, the 'Condor' (Container Door to Door) from London to Scotland being perhaps the best known.

A much later innovation of the container system was the use of larger 20ft and 30ft containers on the 'Speedfreight' system, based on the same principles as the original small containers, whereby the container would be transferred from road to rail and vice versa. But this was only at certain railway goods depots, as larger cranes (gantry or straddle types) were required to lift the Speedfreight containers. The Speedfreight operation was later to succumb to the all-conquering ISO standard container, with the first Freightliner (ISO Container service) commencing in 1965.



6: To transfer the containers between road and rail vehicles, the London, Midland & Scottish Railway invested in a fleet of mobile cranes built by Walkers of Wigan. These cranes featured petrol-electric drives, and a prototype is seen here on demonstration unloading some agricultural equipment.

7: Many of the large confectionery companies made use of railway-owned warehouses and delivery operations to ensure their products were safely delivered. In this photograph a Cadbury-liveried Dennis van displays its railway ownership with the fleet number. Seen when new in 1930, the van has both oil lamps and electric headlights. **PHOTO COURTESY THE BUCKINGHAMSHIRE RAILWAY CENTRE.**

8: The carriage of horses across the country by railway was well established by the mid-1930s, with the Southern and the London & North Eastern Railways benefiting most because of the number of racecourses within their operating boundaries. Despite most people thinking that all railway horseboxes were built by Maudslay, the first were on Leyland chassis and the second batch by Albion, with its Victory model shown here. There were no more than 30 or 40 of these high quality dedicated horseboxes operated by the railway companies, yet they seem to be the most recognised railway lorry after the three-wheel Scammells! **PHOTO COURTESY HS TRANSPORT COLLECTION.**

9: Frozen hands, frozen feet and, possibly even worse, a frozen tarpaulin will make for a very hard day's delivery work for this Louth based Albion KL127 driver. **PHOTO COURTESY H L HOWE.**

To an extent, the railway companies wanted to fill their trains with profitable traffic and the road service was looked upon as an ancillary service that didn't necessarily need to make a profit in its own right. Having said that, the railway operators were faced with an intractable problem from the end of the 1920s. The age of the road had finally arrived, but the railway companies had little money to invest in new lorries, being heavily committed to the use of horses as far as possible for the majority of local cartage work.

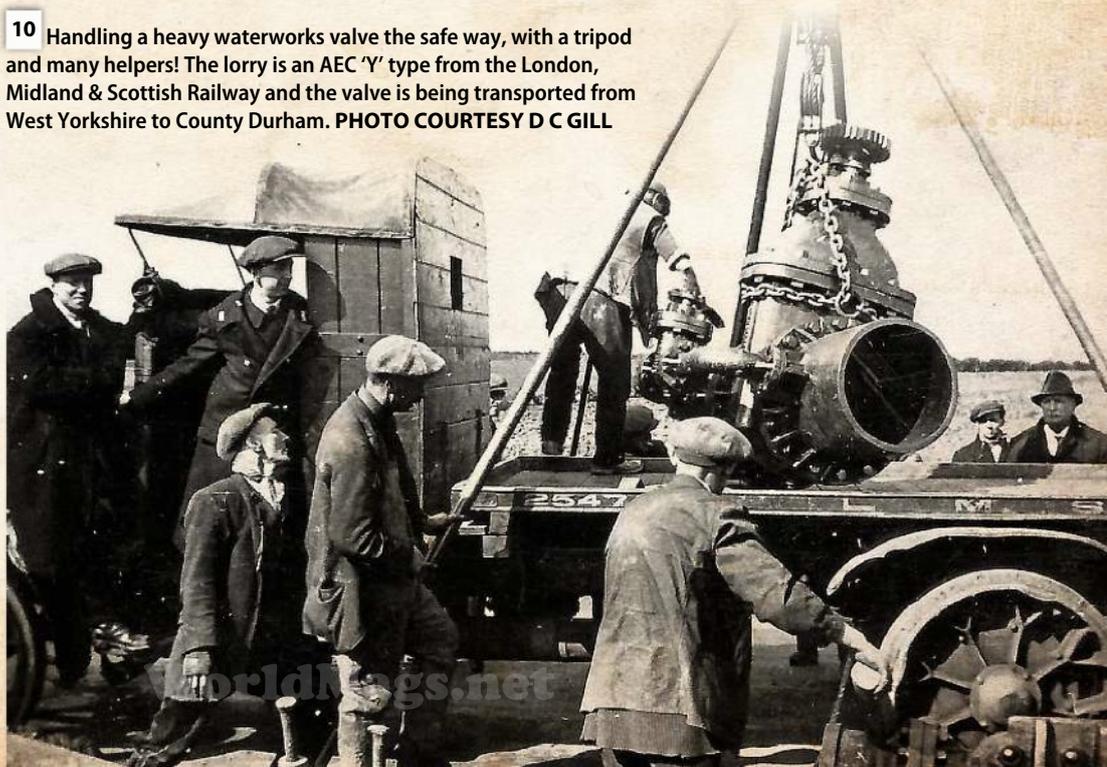
Wishing to compete with hauliers, the railways now had to improve productivity and certainly commence replacing horses on town cartage work. The answer was in the design and supply of Mechanical Horses, where in theory one internal combustion engine 'horse' could work with three trailers, one out on delivery, one being loaded and one ready for loading. To save on first costs, the LMS Railway made use of the lightweight Karrier Cob tractor unit in

conjunction with ex-horse-drawn wagons.

Unfortunately, the outcome of this experiment was that horse wagons could not withstand the battering they took at the speeds of 10-12mph, so new and expensive trailers had to be purchased by the cash-strapped companies. The eventual outcome of mechanisation was large orders for Mechanical Horses and Cobs from Scammell and Karrier respectively, along with huge gains in productivity and eventually some cost savings for the railways.

The 'Country Lorry Service' has already been mentioned and this service led to the supply of suitable lorries to carry agricultural produce and livestock. Livestock of all sorts was transported by train in special rail wagons and horses were taken across the country in specialised passenger-speed rated, high quality railway horseboxes. In fact such was the density of racecourses in the North East and South East of the country that a small fleet of dedicated road horseboxes were built for the LNE and Southern Railway companies on

10 Handling a heavy waterworks valve the safe way, with a tripod and many helpers! The lorry is an AEC 'Y' type from the London, Midland & Scottish Railway and the valve is being transported from West Yorkshire to County Durham. **PHOTO COURTESY D C GILL**





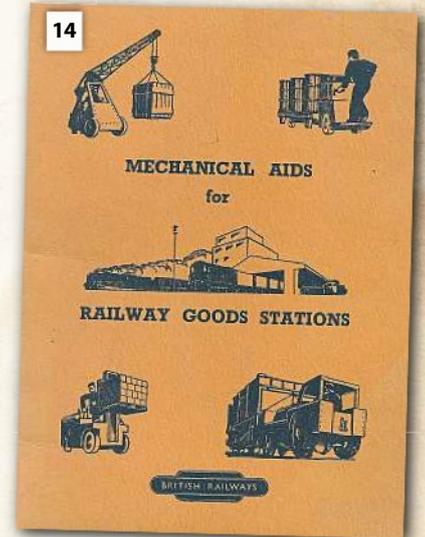
Albion Victor & Valkyrie, and later Maudslay Marathon, chassis and in general featured 'luxurious' Harrington bodies to cope with this traffic.

Another spin-off from the country lorry service was the transport of complete farms, including livestock, implements, machinery, tractors and farmhouse furniture, on dedicated trains across the country. Again, following on from this was the ability of the railways to transport complete agricultural shows from site to site during the summer. This entailed moving exhibition stands, the exhibits, many of the personnel and all the other paraphernalia involved across the country, week after week. Given the vagaries of British weather, the most

important job was the laying of temporary roadways using old railway sleepers, laid down using the same railway-owned cranes that would later lift the exhibits into place.

The Great Western Railway owned gravel beds at Theale in Berkshire and used its own tipper lorries to move the sand and gravel. Certain other railway companies followed suit in their own areas, though there was undoubtedly precious little profit in the work. It is known that the railway lorries delivered 24,000 tons of gravel and 12,000 tons of sand to the site of the Tilehurst reservoir. With an average load of say three tons, that is 12,000 lorry journeys!

The story continues next month.





16

11: Macfarlane Lang Biscuits was one of many biscuit manufacturers to use the railway system to deliver the products to railway-owned warehouses. Here, suitably attired staff and contract hired vans painted in the customer's livery would sort the products for delivery. The vehicle involved here, photographed in 1931, is a very old-fashioned looking two ton Dennis, owned by the Great Western Railway and complete with electric headlamps and oil sidelamps. PHOTO COURTESY THE BUCKINGHAMSHIRE RAILWAY CENTRE.



17

12: A publicity photograph depicting the Southern Railway's brand new 'Ship to Shop' service, using insulated containers for fast road transport of imported meat from Southampton docks to the principal towns in the southern counties. The date is April 1931 and the lorry, a Thornycroft JJ, is fitted with stanchions and chains for milk churn transport.

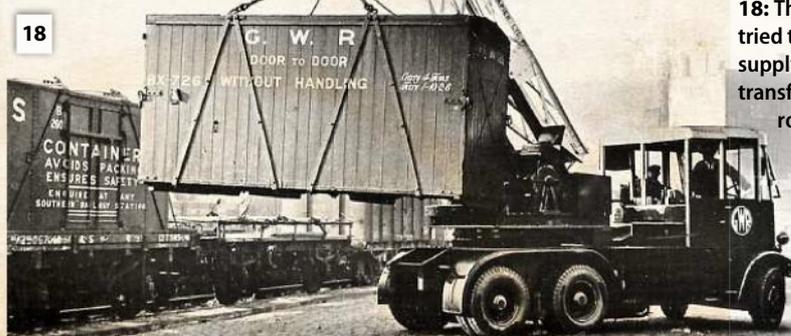
13: As a spin-off from the agricultural market looked after by the Country Lorry Service, the railway companies became very involved in setting up and then dismantling the large agricultural shows which took place every summer across the country. The railways would transport the stands, exhibits, exhibitors and also supply the very necessary internal roadways built from old wooden railway sleepers to ensure that everyone could move between stands. Being loaded at Windsor & Eton station for display at the Royal Windsor show in 1954 is Bedford OSS KXU 471. PHOTO COURTESY MR S VICKERY.

14: An advertisement placed by the four major railway companies shortly before their nationalisation in 1948, promoting their door-to-door container service. The Road/Rail container service had been available since 1928 and offered customers the benefit of their goods remaining in the container until the delivery address was reached. This system reduced damage and losses and also prevented potential theft.

15: Unfortunately the weather was not kind to the organisers or those employed to set up the Royal Welsh Show in Cardiff in the summer of 1953. British Railways was very involved in setting up stands and exhibits and also supplied redundant railway sleepers to make up temporary roadways as shown with this Bedford OSS. PHOTO COURTESY OF MR S VICKERY.

16: The old regime of horse and wagon and the contrasting modern image of the internal combustion engine and road/rail container are seen in juxtaposition at Grimsby. PHOTO COURTESY H L HOWE.

17: To cope with some of the extra-heavy loads the railway companies had to carry under their 'Common Carrier' obligation, the London, Midland & Scottish Railway purchased this chain drive six-wheel Scammell lorry.



18

18: The Thornycroft Company tried to meet the requirement for supplying mobile cranes for transferring containers between road and rail. It seems that the crane seen here at Paddington was capable of lifting and moving containers without the use of solid tyres that the competitive Walker crane used.



MEASURE

One of the most interesting things about classic commercials is the sheer variety of specialised uses they were put to. This means that two preserved vehicles, even from the same maker, are seldom ever the same, as **Dean Reader** reports.



Roger Harris' 1985 Bedford CF is fitted with a body built by Hawsons Garner of Andover.



The CF is now used as a mobile display unit on behalf of the Southern Ambulance Preservation Society.

This has got to be a familiar sight for thousands of people.

Over the years at *HC* we have featured commercials that were once a common sight on the roads throughout the 1980s – and rightly so. I, like the next man, love the sight, sound and smell of truly old classic vehicles where the mechanicals are easy to work on, the body easy to repair and, of course, there's plenty of chrome to polish. But fortunately there's also a growing band of heroes who are willing to invest time and money in more modern vehicles, ensuring this part of our commercial history does not die out.

One such 'modern' vehicle is the Bedford CF, which has always seemed to fall in the shadow of the all-conquering Ford Transit. This is understandable when you realise it took four years for Vauxhall to bring out its own competitor to what was already a fully established, and indeed popular, commercial. The new 'GM USA' inspired model replaced the successful but ageing CA and the larger TJ series models, and it appeared with the familiar two wheelbases and with payloads of 14, 22, 25 and 35cwt, the longer heavier models having twin rear wheels. Like other manufacturers, standard fare were van and minibus, with chassis cowl/cab models available for outside bodywork to be fitted, dropside pick-ups becoming a popular addition. The engines were 1599cc (petrol) and 1760cc (diesel) for the lighter models, and 1975cc (petrol) and 2523cc (diesel) for the heavier models, these being slightly updated in 1972.

LATER CHANGES

In 1980 the whole range was given a facelift and this is where opinions change slightly. This is the point when the big plastic grille and the squarer body shape appeared. However, it was still a success, and simply paved the way for the 1980s look of squared edges and plastic trim – and in most cases tartan trim. The model designations were now the CF230, 250, 280 and 350, with a 1759cc petrol for the 230 model, and the rest having either the 2279cc petrol, or the diesel which had now been increased to 2260cc.

I must mention, it is at this point that most enthusiasts incorrectly call this model the 'CF2'. This designation actually appeared in the 1984 revamp which saw huge improvements in engines, transmission, brakes and more, but visually they were very similar, so it is easy to make the mistake. Production of the CF ceased in July 1987 in favour of badge-engineered Japanese models, the Midi already having edged its nose into the trade in 1985 to run alongside the CF.

One thing that remained the same throughout the CFs lifespan was that of specialist bodies, a subject that is important to me and why I was so taken with Roger Harris' 1985 CF2 Minibus. Look anywhere, whether it is on eBay, on a show field or even the various internet forums, and it is most likely you will see comments about, and pictures of, the humble panel van. But seldom will you see mention of the larger 350 models, whether they are wearing a Luton, mobile shop or, in this case, minibus bodywork; it seems no one wants to buy and restore these somewhat ugly looking commercials, but you can bet your bottom dollar that any of them would get real attention at a commercial show if they did.

So what's Roger's story? In 2012, he was made redundant from his job with St John Ambulance (Hampshire), where he had worked since 1967, so the interest in ambulances has always been there. So much so that he actually also owns a 1977 CF ambulance with Wadhams bodywork.

“what were you expecting, wood? This was the 1980s...”



Hawsons Garner also made a parcel van using the same design.

Classic lightweight

Roger is also the chairman of the Southern Ambulance Preservation Society which apparently is the only 'proper' ambulance club in the UK, now that the British Ambulance Society has gone, so an interest, and indeed a passion, in this subject is only natural.

Returning to B800 WOT, I was keen to find out exactly why Roger went for such an unusual machine, that to all intents and purposes is not even an ambulance, certainly not as we probably know them. He told me: "I was employed as a project manager for Winchester Area Community Action (a charitable organisation) for 17 years providing transport and/or mobility equipment for those in wheelchairs and the like." He continued, "The main reason I brought 'WOT', was simply because it was another Bedford, and to be honest, I felt like it needed to be saved as I had known of it since it was new." And I have to sympathise with him. Why do we all get attached to what are really just hunks of metal on wheels?

BUILT FOR THE JOB

Although other companies built their own versions, this particular example was built in 1985 by Hawsons Garner of Andover, Hampshire, for use as an eight-seat minibuss complete with a rear-mounted tail-lift. The same design was used as a parcel van, aptly called the 'Easy Access' van, whose construction started with the 126in wheelbase chassis-cowl and was completed via an aluminium framework (what were you expecting, wood? This was the 1980s...), alloy side panels fitted with side strengtheners and a translucent GRP roof panel. It does however have a wooden floor fitted. Wide opening heavy-duty rear doors and alloy sliding side-doors give the van its name. All this is attached rather abruptly to the front end, and two huge windscreens added to give excellent visibility. For the wheelchair conversion the necessary seats, windows and the CN Unwin-supplied 'Quicklok clamps' were installed, so from one simple design of van, you could have several options.



Another piece of our transport heritage saved.

A voluntary group, the Silver Jubilee Committee in Winchester, brought the CF2 new to replace its previous model, via fundraising events. They owned it until 1992, before it was passed on to Winchester District Council Community Service, where it was used in the same role for another three years.

In 1995, the Winchester Division of St John Ambulance then purchased the vehicle. It then received an exterior respray in white with its livery added to the sides, and again, it was used to transport wheelchair bound patients to day centres.

In 2002, it decided to convert the interior to become a more practical mobile first aid unit for events and shows. This saw some seating retained but a sink, storage cupboards and the required equipment added, and this was its role until it was withdrawn from service in 2006. So while it has had a busy working life, being in use daily, it has not had a real heavy or hard-working role, which is probably why it has lasted so long.

However, in 2006 the Bedford's future was looking bleak, with the possibility of it being simply scrapped or disposed of at auction. Fortunately, there was a saviour, and that was Roger.

Roger went on to tell me that when he

acquired the CF, there was absolutely nothing that needed doing to put it back into use. However, he did add his own signage advertising its new use as a mobile exhibition unit, carrying a display of emergency equipment and paraphernalia for the SAPS.

As Roger proudly says: "This vehicle was built in Hampshire, and has spent all of its working life in Hampshire, and remains there to the present day – and I have no plans to get rid of her."

As I look around the vehicle it strikes me again how huge it is, and I can instantly see why such a vehicle would be popular with many who converted them into mobile homes. As you would expect, Roger's CF is complete in every way, right down to the front steps which when not in use simply attach on to two mounts on the dashboard. No space is wasted, with storage lockers above the screen, and of course the St John's Ambulance-fitted unit in the rear. Roger has added plenty of items, like a resuscitator, splints, display board and more, but it is the original fittings and fixtures I spied, including the diagrams for the wheelchair clamping operation and the motor for the hydraulic tail-lift, that were really good to see. Due to lack of space, Roger could not extend the ramp out fully, but it still all works – engineering at its best I say. And having seen such a vehicle up close I'm now even more convinced that these 'oddities' should be preserved.

My thanks go to Roger for help with this feature, and I look forward to a ride in his ambulance!

The rear-mounted lift is still fully operational.



BEDFORD CF

The versatile range for special bodies

Model	Van	Chassis-Cab	Chassis-Cowl
CF 330 Wheelbase: 2 000mm (2000) GVW: 2 200kg (2,200) Engines: 1 600cc (2 000cc) 2 800cc Available with Automatic Transmission			
CF 350 Wheelbase: 2 000mm (2000) GVW: 2 500kg (2,500) Engines: 2 000cc (2 300cc)			
CF 380 Wheelbase: 2 200mm (2200) GVW: 2 800kg (2,800) Engines: 2 300cc (2 800cc)			
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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.

Words: Alan Barnes Photography: Alan Barnes/As stated



It's been around 10 years since the lorry was restored, but it still looks superb.

On April 18, 2001, the yard of Brian Harris Transport Ltd (see HC July and Aug 2013 for its story) was arguably the busiest it had ever been, but for many present at the depot in Bovey Tracey the day was one of great sadness. For a number of reasons Brian had taken the decision to close down his transport company a few weeks earlier and no time had been lost in arranging an auction of the company's fleet and associated equipment.

It was hardly surprising that by the end of the day the entire fleet of well maintained vehicles had been sold to new owners – apart, that is, from one particular lorry which was item number 167 on the auction list. The 1960 ERF 'KV' 4x2 dropside, registration number 373 FOD, had failed to reach its reserve price of £8000 and so it remained with Brian while the rest of the famous fleet was now consigned to the history books. It may well be that Brian had set the price at a fairly high figure as he had no real intention of parting with the vehicle which, by then, had been owned by the company for over 40 years.

The lorry had been bought new by the company, which was then operating as Harris & Miners, in 1960, which was also the same year that a 17-year-old Brian Harris started long distance lorry driving for the business run by his father, Jerry. Much as he probably wanted to, Brian was not given the chance to drive a brand new lorry and had to cut his teeth on a 1956 Albion Chieftain.

The new lorry was collected directly from the ERF works at Sandbach by experienced driver Mick Whiteway, who had joined the company in 1948. I am grateful to John Corah who kindly provided details of the new arrival which was to be the first ERF to carry the Harris & Miners colours. "Mick was given a brown envelope containing the money for the payment for the lorry and while it was out on test he was given a meal. On leaving Devon he was also given 10 shillings (50p) for something to eat on the way back. The new lorry was a 5LW Gardner powered 4-wheeler which had a Boalloy cab and a gross weight of 14-tons."

On its arrival at the Devon depot the new ERF was allocated to driver Dick Barrs, and he drove the vehicle for the next 20 years and when he retired, so did the lorry. During that period Dick was the main driver but on occasion another driver Ted Butt also drove the lorry as did a young John Corah. He had joined the company as a holiday relief driver in 1975 and by this time the 15-year-old ERF had been retired from any long distance work and was being used for local deliveries around South West England. For a few weeks while Dick Barrs was taking some extended leave John spent some time driving the lorry. During its time it had perhaps never knowingly been 'underloaded', as Brian certainly had the reputation for getting as much on his lorries as possible. In fact the ERF had been originally fitted with two diesel tanks but one of these had been removed to reduce its weight. The single tank could carry enough fuel to get the lorry to its Scottish destinations and back to Devon.

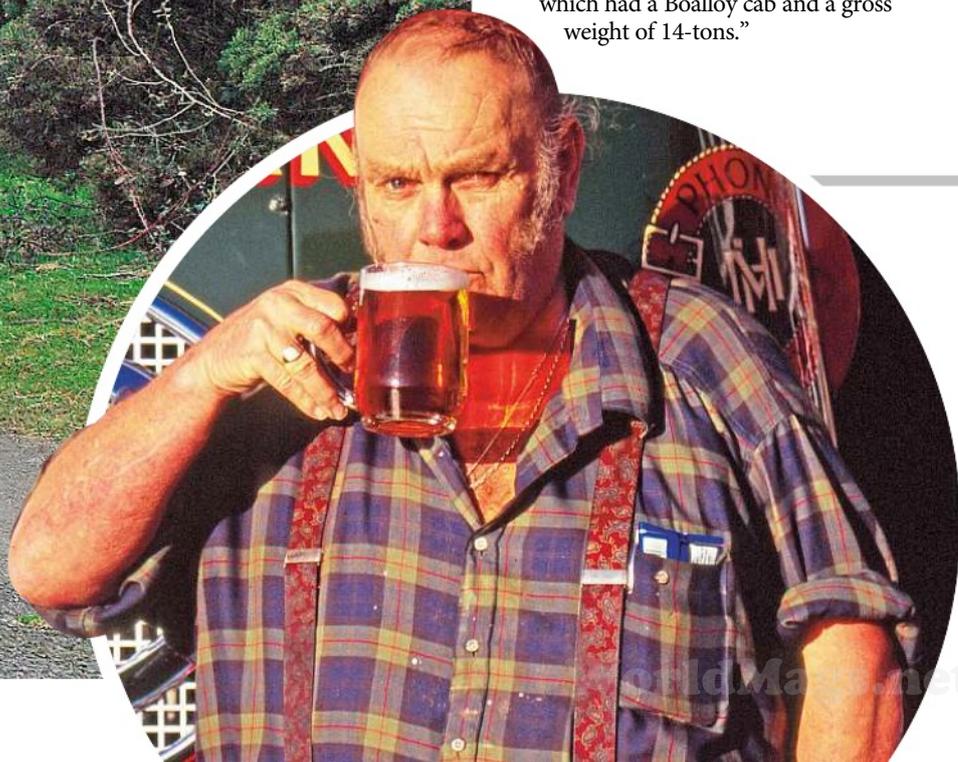
LYING IN WAIT

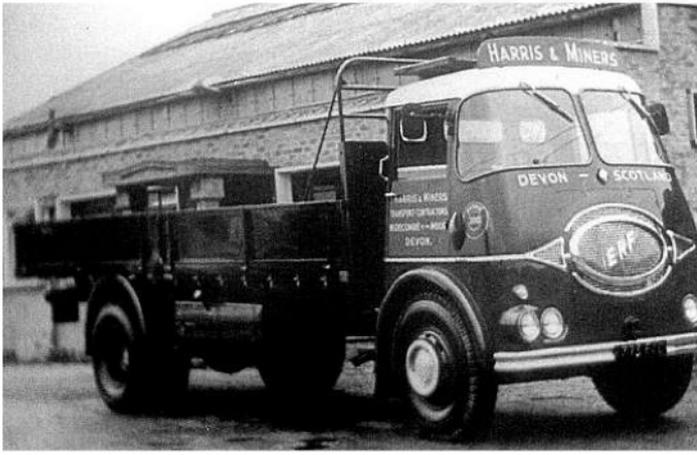
The ERF was retired in the early 1980s and laid up at the Bovey Tracey yard for many years, and it was still on the site when the auction sale was held in 2001. With the lorry failing to find a buyer at the sale a few months later Brian arranged for the ERF to undergo a complete rebuild and this work was placed in the safe hands of John and Neil Boughey at C&G Coachworks at Much Wenlock. I spoke to Neil who was kind enough to tell me the details of the work which they carried out at the time.

"I remember the day we collected the lorry from Brian's yard at Bovey Tracey. The ERF had obviously been laid up for some time but the Gardner engine fired up straight away and we were able to drive it onto the trailer for the trip back to our workshops in Much Wenlock. That was in September 2001 and we started work on the lorry almost immediately. The decision was made to start the project with a look at the engine and so the cab and body were removed and set aside to be worked on later. This was our first real chance to have a close look at the engine and we discovered that the cylinder blocks and heads were cracked and it was obvious that with the parts beyond repair we would have to source replacements.

"not a case of someone coming along with a radiator badge and asking us to build a vehicle behind it!"

Legend! Brian Harris, pint in hand, and his beloved ERF. Photo Christine Lamb Collection.





Brian's family business, Harris & Miners, bought the lorry new in 1960. PHOTO JOHN CORAH.



The lorry in 2001 at the start of the restoration. At least it was all there. PHOTO JOHN & NEIL BOUGHEY.



Working on the Gardner 5LW. New pistons were obtained from a supplier in South Africa. PHOTO JOHN AND NEIL BOUGHEY.



Repairing the Boalloy cab. Some of the internal framing had to be replaced, together with a completely new rear panel. PHOTOS JOHN AND NEIL BOUGHEY.

“Nowadays we are finding that spares for the Gardner 5LW are becoming quite scarce but in 2001 we didn't have much trouble tracking down the parts which were needed. The engine was totally stripped down and all the gaskets and seals were replaced and a set of new pistons and liners were also fitted. I think we actually sourced the pistons from a supplier in South Africa who we were dealing with at the time. Unlike the engine, the David Brown gearbox was found to be in excellent condition and needed nothing doing apart from a good wash out and replacing the seals. These DB gearboxes are pretty robust and in most cases if there is nothing broken it is just best to clean them up and leave them alone.

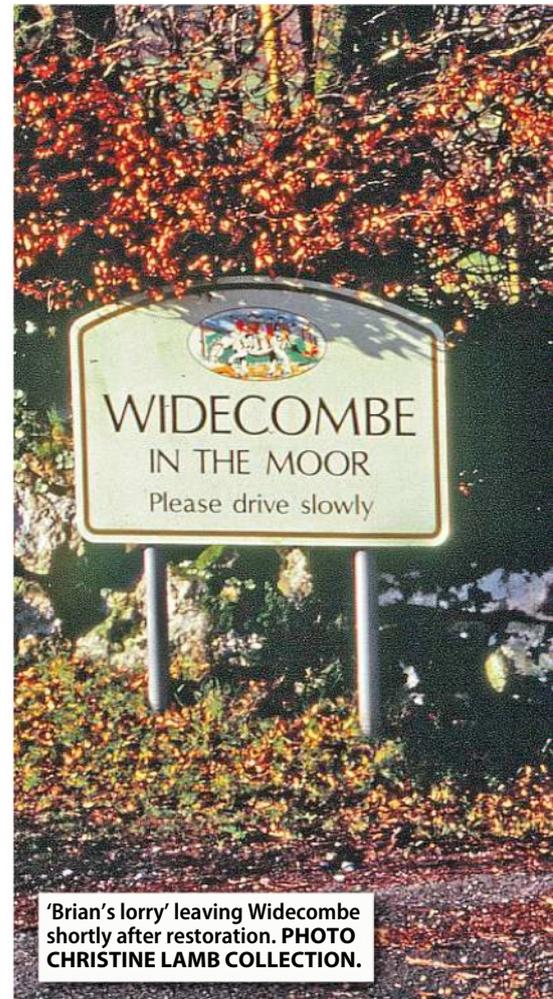
“The rear axle was stripped and cleaned and the hub seals replaced. The chassis had been stripped back to bare rails and was shotblasted before being cleaned, primed and painted. The brakes needed a lot of work and we replaced all the cylinders, fitted new brakes shoes and new liners and all the sections of copper pipework were replaced with new tubing. The front springs were overhauled which was a fairly straightforward job but the rear springs needed a little more work. At some time Brian had arranged to ‘beef’ these up a bit, probably to enable the lorry to cope with some rather heavy loads. As a result when unladen the back of the lorry rode rather high and it just did not look right. The rear springs were dismantled and the leaves sent off to an engineering company to be reformed with a little less ‘spring’. Once the parts had been returned the springs were reassembled and the ride height looked much more acceptable.”

With the engine and chassis more or less sorted that left the cab and the body to deal with. The original dropside body was certainly the worse for wear and we took the decision to build a completely new body from aluminium section and aluminium sheet and copied the original design as closely as possible. We were making steady progress with the rebuild and Brian was a regular visitor at the workshop taking a keen interest in the restoration. I think at that time he had a couple of vehicles back on the road and was handling some small scale delivery work. It would seem that he was making some

deliveries to customers in Kidderminster and it was during these runs that he would arrive at our workshop in his pick-up and take the opportunity to see how the lorry was coming along. Brian also came up with a new set of tyres which he delivered to us one day.

DRIVER'S ACCOMMODATION

“Quite honestly the cab was a bit of a mess but fortunately although some of the panels in Boalloy cab had received some knocks and scrapes over the years there was no serious damage and the repair work was quite straightforward.



‘Brian's lorry’ leaving Widecombe shortly after restoration. PHOTO CHRISTINE LAMB COLLECTION.



Cab off, and work starts on the chassis and engine. PHOTO JOHN AND NEIL BOUGHEY.



The chassis cleaned, repaired and painted, and the front axle can be refitted. PHOTO JOHN AND NEIL BOUGHEY.

“However, inside the cab some of the framing was damaged, some sections had obviously been cut away and replaced at some time and the back panel had also suffered some major damage. We replaced the frame using aluminium section and made and fitted a completely new rear panel. The old floor was also cut away and replaced with new metal sheeting. As far as the dash instruments and switches were concerned these were all present and correct – in fact the whole lorry was complete unlike some of the rebuilds that we have to tackle. This was most certainly not a case of someone coming along

with a radiator badge and asking us to build a vehicle behind it! Perhaps that is something of an exaggeration, but you would be surprised by what we get asked to do.

“The instruments, gauges and switches were all cleaned and refitted, while all the original wiring was removed and a new loom fitted. The interior of the cab shell was painted before it was reunited with the chassis prior to the fitting out. The seats had been repaired and re-upholstered and were refitted. The windscreen was in good condition and cleaned up nicely and once new rubbers had been fitted it was re-

installed. However, the glass on the doors was not very good and was replaced.

“The chassis and engine had already been rubbed down and repainted, and that left the painting of the cab and body. These we spray painted in our workshop in the Harris colours and that just left the signwriting to complete. This was a job which was handled for us by Steve Evans at Aldbridge, who came down to our workshop and he completed a really excellent piece of work. With the lorry completed arrangements were made for a visit to our nearest Testing Station which is some distance, so the ERF was loaded on board the





It's hard to believe, looking at these detail shots, that the ERF was restored over 10 years ago!

low loader for most of the journey. With about three miles to go to the Test Station we stopped and unloaded the lorry as we wanted to give it short run before the test. The original exhaust silencer had been refitted as it was in good condition but we hadn't cleaned out the inside. We had not driven very far when some dense smoke began to appear and we really could not turn up for testing behind our own smokescreen so we continued driving around. It took about 10 miles to 'clear the tubes' and get rid of the accumulated carbon but those few miles of driving around did the trick and with a clean exhaust we made our way to the Test Centre where the ERF received a clean bill of health.

"We were pleased with the way the ERF had turned out but the acid test would be Brian's reaction when he saw the vehicle which had been part of his life for so many years. It was gratifying that when he saw the finished ERF he declared that it was "absolutely perfect" – that was praise indeed, and dad and I were pleased as well as somewhat relieved at having received Brian's approval of our work. Today the lorry looks just as it did when it left our workshop in October 2005 and credit for that is down to Garry Ball who has kept the lorry

in immaculate condition."

The restored ERF made its debut on the Bournemouth to Bath Run in 2005 and in the following years the lorry made appearances at many heritage events and rallies where it was usually driven by Gary. Brian also drove the lorry on occasion but, to put it politely, the small cab and Brian's steadily expanding waistline became rather incompatible and this meant that he found it increasingly difficult to climb into the lorry.

When Brian sadly died in April 2012 the ERF was part of his estate and his executors refused offers from Gary to buy the lorry privately and it was later entered for sale at auction. Fortunately, Gary was able to form a consortium which included Bryn Jones and Christine and Gerald Lamb, to bid for the lorry and they were successful. Perhaps the executors, in hindsight, wished that they had accepted the offer made by Gary as at auction the lorry sold for less than he had originally offered. A comment from the auction house concerning the lorry made interesting reading; "This ERF KV 54 G2 dropside lorry has been the subject of a comprehensive and meticulous concours restoration. The much admired vehicle has been carefully used for historic

commercial rallies and runs in the livery of Harris & Miners. When your writer viewed this impressive ERF in its purpose-built shed on a very wet Devon day, the lorry had not been started for some months. With the first press of the starter button the lorry burst into life and ran smoothly and quietly. The steering was light while driving the lorry out of the shed – in fact the lorry felt 'taut' and new, quite different from what one would expect of a commercial vehicle of this generation". This is a testament both to the attention to detail given by John and Neil Boughey during the restoration and also the care taken by Gary Ball who looked after the lorry for Brian following completion of the rebuild.

Since then the lorry has been superbly maintained and has appeared at many shows and rallies and its appearance always stimulates memories of Brian Harris and his exploits. Whatever the future may hold for the lorry this ERF will always be known as 'Brian's Lorry' and long may it remain a fitting tribute to one of the true greats of this country's haulage industry.

My thanks to Gary Ball, John Corah, Neil Boughey and Gyles Carpenter for their help with information and photographs.



The 'Happy Wanderer' making the steep climb into Widecombe in March 2013.

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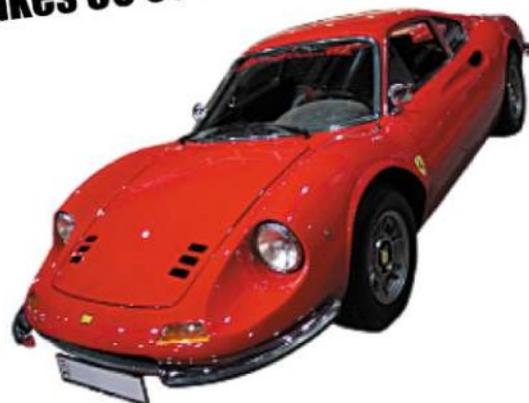
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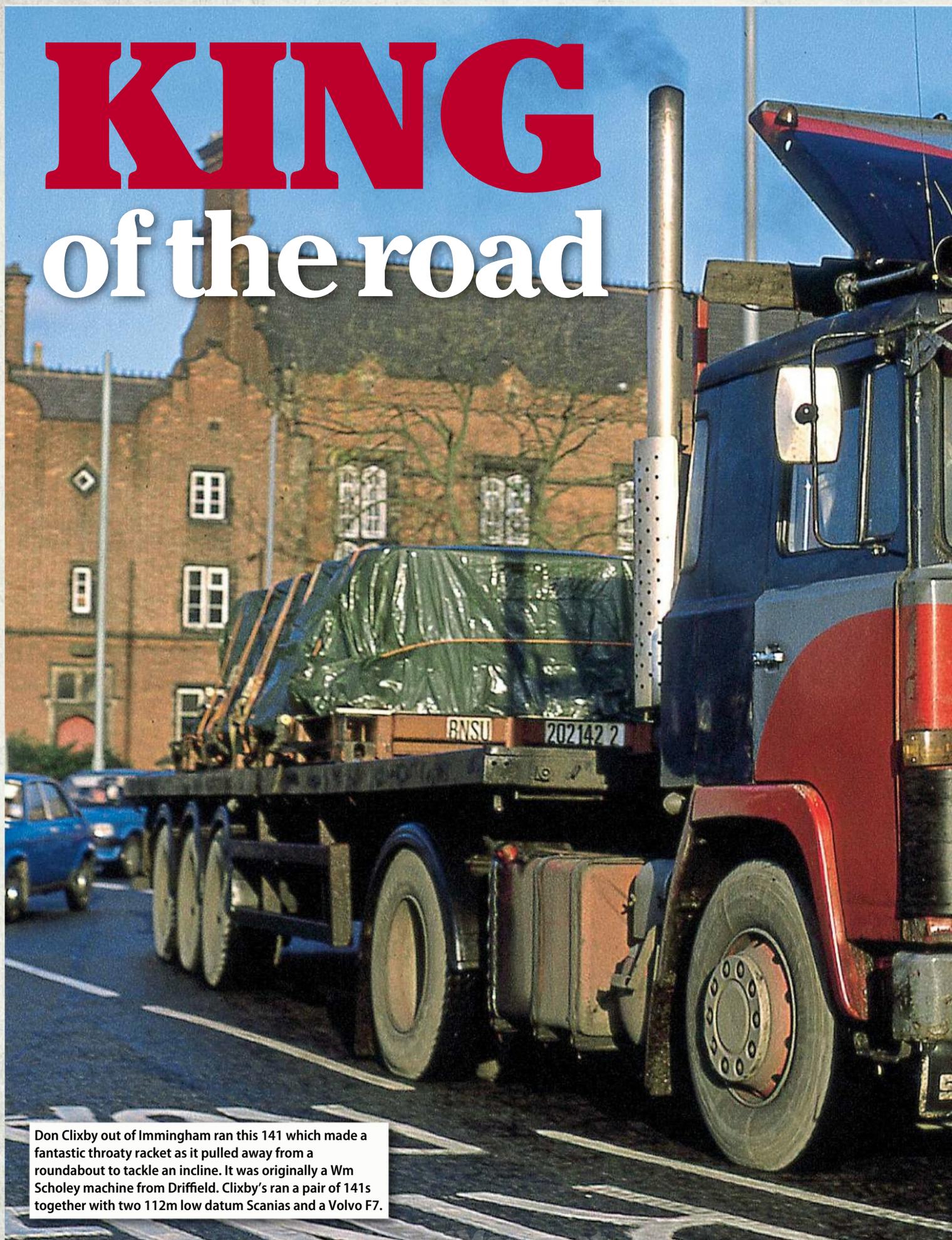
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KING of the road



Don Clixby out of Immingham ran this 141 which made a fantastic throaty racket as it pulled away from a roundabout to tackle an incline. It was originally a Wm Scholey machine from Driffield. Clixby's ran a pair of 141s together with two 112m low datum Scantias and a Volvo F7.



In the automotive world, there is nothing quite like the throaty sound of a V8 – which makes Scania's 141 such a memorable lorry to this day.

Diesels with a V8 configuration are fairly uncommon, being generally made for larger vehicles and though efficient, can be rather thirsty on fuel. However, Scania's bigger engined brother to the legendary 111 model sported a V8 and the LB141 made a glorious roar when under load. It was acknowledged by drivers as the 'king of the road', being both powerful and comfortable, not to mention reliable. The ride when loaded was noteworthy and the pulling power phenomenal, which secured its legendary status among heavy commercials.

Its predecessor, the Scania 140, came out in 1969 and the big turbocharged 350bhp V8 engine was developed by Scania engineers in anticipation of increased power requirements in the future. Swedish laws allowed 52 ton weight limits in the Seventies and laden drawbar units pulling in the snow covered Nordic roads needed some grunt. The fairly compact 14.2l V8 would fit under the cab floor of the then-current steel tilt cab LB110 Super model, and beyond practical considerations, would give Scania a psychological leg up over its rivals, as it was billed as the world's most powerful truck. Certainly over here, with engines like the Gardner 240 and 250bhp Cummins diesels powering British tackle, an extra 100 ponies on tap was not to be sniffed at.



HC Wilson Transport of Bury St Edmunds bought this 62 ton Scania 141 new in 1979, and it did good service hauling combine harvesters and other agricultural machinery. It is captured here with a Nooteboom five-axle trailer in April 1990 passing through Perry Barr in Birmingham. The company is thriving with plenty of new Scania's hauling heavy loads.



Everitt Transport of Willenhall near Wolverhampton used a mixed fleet that included a Chinese-six ERF E Series, Seddon Atkinson 301 rigid, DAF 2800, an ERF C series tractor and a Mercedes SK. The firm's Scania 141 was captured on the A5 near Lichfield on the way home in May 1992.



This 141 named 'Slippery' was run in conjunction with a Scania 111 which used to be parked up at night in one of the various Walsall lorry park locations. I think it was Andy Aplin that was the name of the concern.

Available as both 4x2 and 6x4 tractors, plus wagon and drag drawbar units in the same configuration, early 140s were commonly sold to heavy haulage concerns. It was over a year before the V8s came to Britain with 350bhp and splitter box. In 1976 the engines were updated in power with a new cylinder head design to form the revised LB 141 range as pictured here.

Powering the beast

The Scania LB141 had a 14.2-litre DS14 370bhp V8 turbocharged diesel with 1090 ft/lbs torque at 1300rpm. The engine was coupled with a 10-speed GR860 range-change synchro box and in 4x2 tractor form had either a 3.1 or 3.4m wheelbase. The engine had a good power to weight ratio and the Scania 141 weighed just over 6-tons in short wheelbase day-cab form. The cab ingress was good and the electrically heated Bostrum sprung seat comfortable in its day. Cab noise was somewhat reduced over its 140 predecessor and the steering was precise and

nimble. Early 141s had problems with the propshaft twisting when pulling away quickly while laden, and sometimes half shafts could go. The middle windscreen wiper would pack up on occasions but nothing major diminished the long working life of these lorries.

Some later tractors became 6x2 with a lift axle conversion, and in 6x4 form the HS31 heavy haulage tractor with tandem drive bogie and optional hub reduction was good for 130 ton GTW loads. T Brady used a few on low-loader work alongside Mercedes SK units, and Astran (the middle east transport specialist) was a big endorser of the Scania marque, having used them in tough desert conditions since the days of the 110 Super model.

The 141 was manufactured up to 1981 until superseded by the Scania 142, by which time the durability of its V8 engine was established with over 178,000 units produced over its 20 year lifespan. Such was the reputation of the Scania 141 that it's difficult to find someone who had a bad word to say about them.



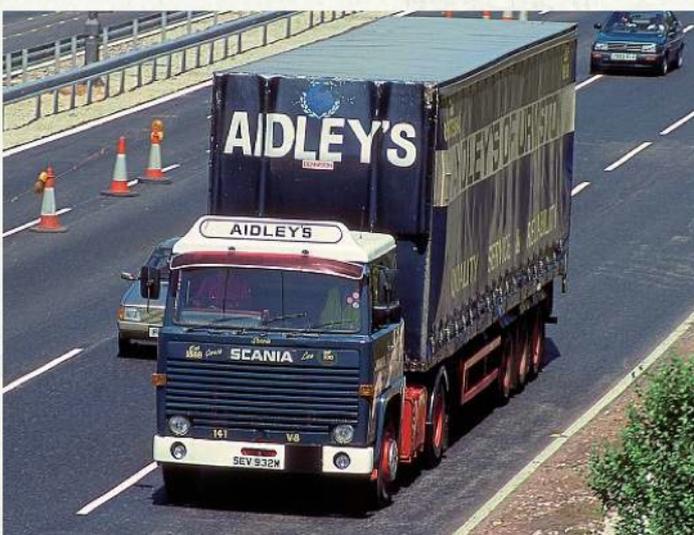
One Saturday I ventured to the premises of Beck and Pollitzer in Bilston and caught the Scania at rest in the workshop. It looked purposeful with the wheels locked ready to pick up a trailer on a Monday morning when photographed in October 1989.



Edwards Transport of Market Drayton in Shropshire has always had a tidy fleet with an attractive livery, on food distribution. The firm runs a fleet of modern Scania's today, but when this picture was taken, the mainstay was Scania 112s with around five earlier generation 111s also still occupying the fleet.



Leighton Transport was based in Kidderminster and had an attractive fleet in a turquoise blue and white paint scheme. There was an F88 Volvo and a Guy early on, but Scania 110 Super and 111 models were the mainstay. This 141 (one of seven in the fleet) was captured in July 1988 on the Tyburn Road in Birmingham.



Urmston, a district in Greater Manchester, was the home of Aidley's, established in 1888 and which also ran a number of ERF tractors in its blue livery. These included B and C series and there were Atkinson Borderers among the fleet too. This 141 was seen plying its trade in 1992 on the M6 near Walsall.



This was an unliveried 1982 example still at work in 1994 when photographed. It was passing over a motorway bridge in Walsall one overcast February morning.



A R Keen and Son of Telford had at least one other Scania (a 111) in the fleet, together with this 141, and later on ran a custom painted Scania 143. This lorry was captured at speed on the M6 at Witton in Birmingham on March 20, 1990, according to my notes.



From Omagh in Northern Ireland, Omafright International had this 141, seen here heading south on the M6 in 1994. It had Mercedes SK, DAF 3300 and Scania 142 lorries among the fleet on freight forwarding work.



Thorburn International of Huyton, Liverpool, used to run a fleet of V8 Scania 143s, but among its number was this immaculate 141 of 1981 vintage, seen here crossing the M6 in 1994.



ACK haulage of Northampton had this 141 unit parked among its Scania 112s. I was paying a visit with a motor racing colleague who knew the firm and luckily I had my camera with me to record this smart tractor.



Squires International Transport was based in Wolverhampton. Its Scania 141 was captured coming under a motorway bridge in Birmingham one day in 1989.

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Did y' like that?

We take a brief look at possibly the most famous working Land Rovers ever made.

Fred Dibnah was an unlikely celebrity. In this day and age 'fame' only seems to come to singers and footballers, which could be regarded as quite a trivial way to spend your life. But what set Fred apart was that he could actually do something 'real'.

He was discovered by television by accident, when a local news crew visited Bolton Town Hall to report on some work being done on it, and Fred was up working on the tower. And the rest, as they say, is history.

In the early years his fame was built-up on his factory chimney felling exploits, where he used the traditional steeplejack's method of demolition by chopping a hole in the bottom of the chimney and propping it up on lengths of old telegraph pole. These were then burnt away, bringing the chimney down. But, as well as demolition, Fred was also a gifted engineer, restoring two Aveling & Porter steamers (one roller and one tractor), and also building up a steam-driven workshop with lathes, stone-cutting saws,

TOP: Could this be the most famous Land Rover in Britain? With its plastic grille and 'R' registration you'd be mistaken for thinking it's a Series III, but you'd be wrong. **PHOTO BARRIE WOODS.**



LEFT: Fred's ex-Army 'Lightweight' was used as a 'saloon car', and its paint scheme was inspired by a pie company! **PHOTO COLIN TYSON.**

drilling machines – you name it. Here he could do virtually anything, and even made his own boilers.

However, one thing he was never very keen on was the internal combustion engine. But for his steeplejack and machinery restoration jobs he needed a tough vehicle that could take a lot of abuse – a perfect job for a Land Rover.

Over the years Fred had three different Land Rovers, starting with a green 1969/70 Series II short-wheelbase pick-up. Unfortunately this vehicle seems to have been worked to death and then scrapped – unless you know differently.

This Series II was followed by ‘the saloon car’. This was actually an ex-military ‘Airportable’, more commonly known as a ‘Lightweight’. Fitted with a hard top and a 2286cc petrol engine, this vehicle was given its first civilian registration in 1980. However, it’s the colour scheme that catches the eye, as it is apparently based on the livery used by Fred’s favourite pie company, Holland’s of Accrington.

Since Fred sold the Lightweight, in very poor condition, it has gone into preservation, and in recent years has been fitted with several different engines including a petrol Ford V6, and a Perkins diesel, although it’s now been returned to original spec with a Land Rover four-cylinder petrol unit.

THE FAMOUS ONE

The last Land Rover owned by Fred appears at first glance to be a Series III. However, it’s not what it appears, as it’s actually a IIA made from parts and kept unregistered until 1977. Fitted with a 2286cc petrol, the pick-up was used and abused for many years.

It’s interesting to note that in stark contrast to the attention he lavished on his steam vehicles, all Fred’s Land Rovers had it tough. As an example of this, Fred once recalled the tale of how somebody had asked him how long he’d had a noisy diesel fitted in one, as it used to be a petrol. Fred remarked that it was a petrol – the problem was that there wasn’t a drop of oil showing on the dipstick!

Despite this Fred always stuck to his Land Rovers, although he did once consider buying a Toyota Hi-Lux pick-up. However, he was apparently about to sign the agreement when one went past the Toyota showroom window. It wasn’t that old but was totally rotten, so Fred suddenly changed his mind. In 2000 the IIA was on its last legs, but sooner than replace it, the Landy was sent down to

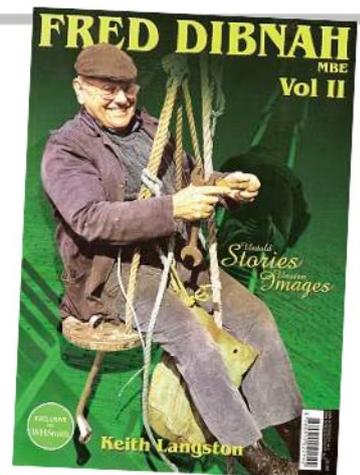


The IIA is now in the care of one of Fred’s daughters, Lorna, and her family. It’s pictured here in Bolton town centre with Lorna, Fred’s granddaughter Isobel, and the statue of the man himself. PHOTO ‘LANDY THE LITTLE PURPLE LAND ROVER’.

RPi Engineering in Norfolk for a full restoration. This involved fitting a Marsland galvanised chassis and a rebuilt 3.5-litre V8 petrol engine, together with an LPG kit.

Most people would be most impressed with the extra power this engine brought, but Fred seemed happier with the improvement to the heater!

For those that have the internet you can see a photographic record of the 2000 restoration on the RPi website. Visit www.v8engines.com/projects-008.htm The Land Rover IIA is now in the ownership of Fred’s daughter, Lorna, and her family, and my thanks go to them for supplying some of the photos for use in this article. To see more visit their Facebook site ‘Landy the little purple Land Rover’.



Fred has been the subject of loads of books, including some bookazines produced by Mortons, the publisher of HC, a few years back.



As well as work, Fred’s Landy became a nice runabout when out with the roller. PHOTO ‘LANDY THE LITTLE PURPLE LAND ROVER’.



Tyne Tees attracts 170



My 'steed' for the day.

It was sun, sea, sand and stunning scenery – in abundance – for the 170 entrants in the 32nd running of the HCVS North East Region's Tyne Tees Run held on Sunday, June 1, 2014. Yours truly was invited to join the action by taking the wheel of the 1953 Foden FG6/12 of brothers Barry and Peter Summers which we featured in the *HC* Jan 2014 issue.

An early start was on the cards as Peter took the wheel for the cross-country run to the start on Teesside and even though conversation had to be shouted, the distinctive shake, rattle and roll from the Foden was great. As was the tea and bacon sarnies when we got to the Tees Barrage car park.

Joining us here would be a mix of Tyne Tees regulars and some first timers. On a

personal note it was great to first see the Ward Brothers' Scammell S24 heavy haulage tractor and then the stunning Albion Reiver of Tyson Burridge from Distington, having Graham Calvin at the wheel.

About 9.30am, encouraged by 'El Presidente' Paul Pearson on his tannoy, I fired the 61-year-old Foden into life and threaded out of what had been the huge Head Wrightson engineering factory in Thornaby. It would be a glorious day and my native North East would be showcased at its best as we left Stockton behind to first dive into sleepy Sedgfield and then hear the old Gardner dig in as we took the climb to Coxhoe. This is great!

My passenger – Peter – has seen it all before, as he's done all 32 runs, but for 2014 it would be a change for him as he wouldn't be

driving. It was also a change for us not heading for the Civic Centre at Chester-le-Street for the halfway halt. The place is now closed and being pulled down so instead, the Durham Light Infantry Museum has invited us there for a breather. It's a fabulous place but sadly the coffee shop isn't open yet so we decided to head on.

The Foden doesn't have too high a top speed but it rattles on quick enough and the Gardner engine is so flexible that I can hold top gear down to almost walking speed – and then pick up again, no problem.

After seeing the glory of Durham City, we pass the stunning Penshaw Monument before crossing the River Wear at Sunderland and joining the slow moving traffic through Whitburn and Marsden (what a stunning



The Wards' S24.



Peter driving to start.



Jim and Linda Dykes with their prizewinning Ford Thames.

coastline this is) before reaching South Shields.

I blot my copy book by getting wheel-spin with the 6x2 as it's stuck half in/out of the gutter as we enter Bents Park so I have to rock myself free. I'm pleased to finally arrive and the afternoon is free for more tea and sandwiches.

It's great to chew the fat with friends old and new; perhaps the only note of discourse with some of the entrants is having to wait a mite long to see who's won all the silverware. Well, there is a lot to sort out.

It's no surprise that Jim and Linda Dykes take the top prize with their fabulous 1950 Ford Thames six-wheeler. No trophies for us but I'm rewarded with being allowed to drive the Foden back home. What a great day I've had thanks to Barry and Peter Summers. Cheers guys.



Another favourite of mine was Tyson's Reiver.



The winner of the best Foden on the run prize.



The 1985 Scania 142 entered by Stuart Johnson was quite a head turner.



Members of the North East Restoration Club were invited to the park for the end of the run with a selection of cars, bikes etc.



President Paul Pearson on the mike thanking all for coming, plus some of the pots being awarded.



MIGHTY HAR



The Four-Wheel Drive Auto Company has a special niche in the history of commercial transport. **Bob Weir** went to Kirriemuir in Tayside to meet Colin Smith, and one of the last surviving HAR-1s.

Words: Bob Weir **Photography:** Bob Weir/As stated

The HAR-1 is a rare memento from the Second World War. It was built at the company's plant in Wisconsin during 1943, and according to the manufacturer's records only 9000 vehicles left the assembly line.

The model was classified as a 4 ton 4x4 truck, and was the culmination of a successful line of FWD models. Mechanically it was similar to its predecessors, but the lorry's body was specifically designed to meet US army requirements.

This called for a flat radiator brush guard, protection for the lights, a rear-hinged bonnet

with removable side panels, and a soft top cab with canvas doors and folding windscreen. In addition the lorry was equipped with an all-wood fixed side cargo body with stake racks incorporating folding troop seats, rear bumperettes and steel disc wheels. As was customary at the time, the trucks were only equipped with a single headlamp. This could be fitted on either the left- or right-hand mudguard, depending on the vehicle's intended destination.

Despite these modifications, the HAR-1 had little in common with other vehicles in its load class. The lorry was considered by the US

The HAR-1 was designed for the US Army, but most ended up with the British and Polish Forces.





Owner and restorer Colin Smith actually used to work on the lorry back in the 1960s when he was an apprentice mechanic.



Above & below: Early shots of the HAR-1 working at the James Jones Ltd sawmill. COURTESY OF COLIN SMITH.

Military to be out of step with the rest of the army's logistics. The result was that many of the vehicles were sent to the UK under the terms of the 'Lend Lease' programme. These were used by both the British and Polish Armies, and saw active service in Italy and Northern Europe. Two thousand HAR-1s were earmarked to take part in the Alaskan ALCAN Highway project, and a sizeable number are believed to have hauled supplies to Russia via the Persian Gulf.

The lorry was powered by a Waukesha type BZ six-cylinder 5.2 litre petrol engine that could deliver 88bhp at 2800rpm. This was mated to a 5-speed Fuller manual gearbox. The vehicle was further equipped with a single-speed, chain-drive, two shaft transfer case, with a lockable differential. The vehicles were also fitted with a Gar Wood 22Y8298 front-mounted drum winch with a capacity of 10,000lb (4540kg).

THE WRECK RESCUER

Colin Smith has lived in the Kirriemuir area most of his life, and has been familiar

with CMS 331 for many years. He works at James Jones & Sons Ltd, one of the leading suppliers of British timber in the UK.

"I went to work there as an apprentice mechanic when I left school," he recalls. "They had been using CMS 331 for many years, although by this stage it was a bit worse for wear."

Colin has been interested in stationary engines, old tractors and commercials from a young age. His first lorry was an old General Motors Canadian vehicle that he bought from his employers.

"It was around this period that I started to get interested in old military vehicles," said Colin, who is a member of the Scottish Military Vehicle Group. "The GM lorry had been converted by my employers and fitted with a jib for hauling trees out of the forest, and I decided to convert it back to a military spec."

The UK was awash with surplus army transport vehicles at the end of the Second World War. Many of the commercials had been imported in from America, as part of the 'Lend Lease' scheme. The majority had been well looked after, and were snapped up at military auctions by specialist companies including forestry contractors.

"I used to tinker around with the lorry during my apprentice years in the late 1960s," Colin recalls. "I believe my employers had acquired the vehicle as far back as 1949. The original petrol engine had been removed because it was too thirsty, and had been replaced by a succession of Perkins diesel units. I also knew that in its heyday the lorry had been used for several long distance trips as far south as London, but by this stage had been relegated to the role of yard shunter."

"I didn't know a lot about the lorry's history and thought nothing more about it, until it was taken off the road in 1969. It was then acquired by Raymond Reid, who also worked at the sawmill. His father Bob had been employed by James Jones Ltd until he retired, and back in the Fifties had been the lorry's regular driver."





By coincidence, Colin was also responsible for fitting the Perkins 6.354 engine that is still powering the HAR-1. He said: "This work was also carried out during my apprenticeship. The existing 6.354 engine on the lorry had packed up, and I was asked to fit a new one. Ironically, this was just before my employers decided to take the lorry off the road. The original Fuller gearbox was also replaced by a Turner 5-speed unit."

Colin eventually became involved with the Scottish Military Vehicle Group, and his thoughts soon returned to the HAR-1.

"I had mentioned to Raymond that I was interested in acquiring the lorry, but because of the connection to his father he wanted to keep the vehicle for sentimental reasons," he recalls. "Then in 2007 my manager was having a clear-out, and came across a new registration plate for CMS 331. He called me in and I explained that as far as I was aware, the lorry was still knocking around. He then gave me the plate to pass on to Raymond."

"When I visited Raymond's house, he asked me if I still wanted to buy the vehicle. Apparently, he was in poor health, and wanted to sell it to a good home. The lorry was in poor condition and had almost rusted away. The bonnet and the wings were nearly gone, and there wasn't much left of the cab. Despite these drawbacks, I decided to take it on."

There then followed a lengthy restoration process that lasted several years.

RARITIES AND REPLICAS

Colin said: "While I was hunting around for spares, I began to realise that the HAR-1 was quite a rare lorry. I managed to speak to Ben Rippingham down in Sandbach, who is quite knowledgeable about FWD vehicles. Ben also owns one of the trucks, with its original petrol engine and gearbox still on board. He had also managed to obtain an old snow-blower version that he had kept for spares, and was able to provide me with several important parts. These included some body panels, a fuel tank and bits of the windscreen. While I was down in Cheshire, I was also able to take drawings, so I could make up some replicas."



CMS 331 was built in Wisconsin during 1943. Around 9000 HAR-1 trucks were produced.



CMS 331 when Colin took delivery. Note the Perkins engine badge. COURTESY OF COLIN SMITH.

Because of storage problems the lorry had to remain mobile at all times, even while it was being restored. Along with the fickle Scottish weather, this explains why the job took several years. But despite lots of trials and tribulations, Colin still loves getting behind the steering wheel.

He said: "It's fantastic to drive, and surprisingly smooth. I've been doing a lot of long runs recently, and the lorry has never given me any problems. I've also shown the truck at several rallies as part of the Scottish Military Vehicle Group."

Although the lorry's restoration is almost finished, there are still a few minor details that need to be resolved. This is often the case with military vehicles, where the owners are always looking to add period accessories. Colin also had to make a decision regarding that all-important paint job.

"I managed to match the paint by comparing old samples that were still visible underneath the lorry," he said. "Although I'm not an expert on Second World War history, I decided to restore it as a Polish military vehicle sporting the decal Wojtek the bear."

Wojtek turned out to have a history all of his own, and has recently been featured in a fascinating book by Aileen Orr titled *Wojtek the Bear: Polish War Hero*.

Colin said: "The bear is thought to be one of the war's most unusual combatants! It was originally adopted as a mascot by Polish units serving in Persia. When the Poles were transferred to the Italian campaign, they brought the bear with them."

Following the end of hostilities, the Polish unit was sent to Winfield camp in the Scottish borders. The bear became something of a local celebrity, and eventually ended up enjoying a well-earned retirement in Edinburgh zoo. The animal has also been

the subject of a television documentary narrated by well-known actor Brian Blessed.

A caricature of the bear is also believed to have been painted on all of the 22nd Artillery Supply Company's vehicles, although whether Colin's HAR-1 was actually stationed with this unit is still a matter of speculation. However, bearing in mind CMS 331 is

one of only a handful of known survivors, it is an intriguing possibility.

"I recently drove the HAR-1 down to Berwick to visit Aileen Orr, and show her the lorry wearing the Wojtek insignia," said Colin. "She had no idea of the vehicle's existence, and was over the moon. She even gave me a signed copy of her book as a souvenir."

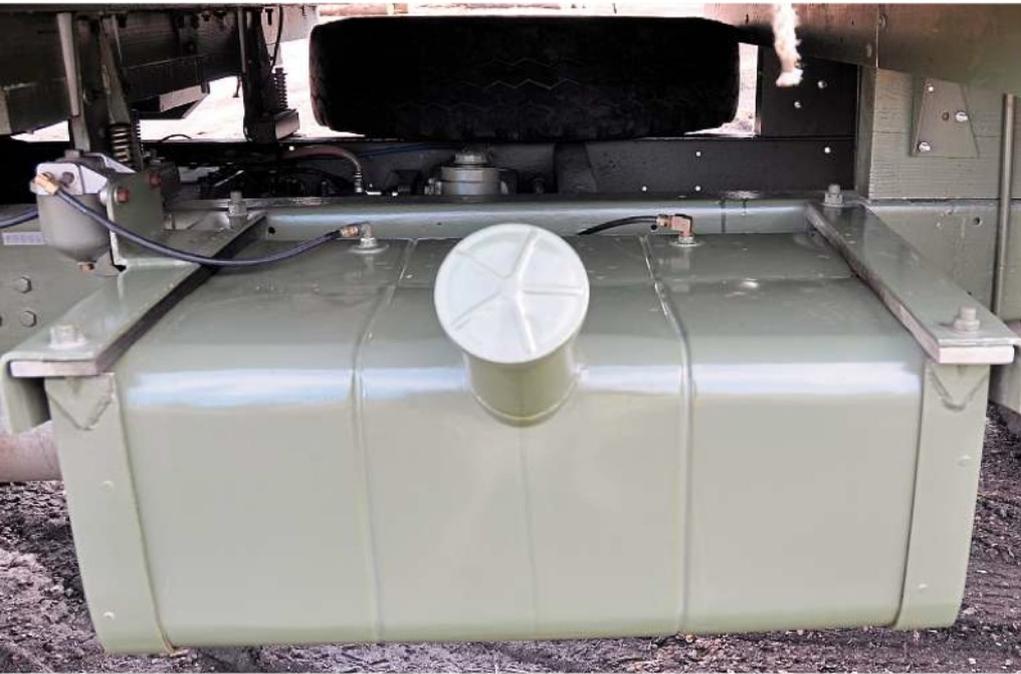


Bear necessities: Wojtek the bear has turned out to be a bit of a star in his own right!

THE FOUR-WHEEL DRIVE STORY

The Badger Four-Wheel Drive Auto Company was founded in 1909 by Otto Zachow and William Besserlich. Based in Clintonville, Wisconsin, this followed the successful development a year earlier of the first ever 4x4 car, christened the 'Battleship'.

The name 'Badger' was dropped the following year. When the US military began to take interest in the 4x4 concept, the company decided to discontinue making cars in favour of commercials. In a novel development, each vehicle was made with a track width of 4ft 8½in so they could also be used on a standard gauge railway line.



Original Specification

Make / Model	Har-1 Military Cargo
Year	1943
Registration	CMS 331
Engine	Waukesha BZ 6-cyl inline petrol
Transmission	5-speed manual
Transfer Case	Single speed chain drive 2-shaft, with lockable differential
Suspension	Front and rear: semi-elliptic leaf springs with Houde hydraulic shock absorbers
Steering	Ross T71 cam and twin lever
Wheelbase	156in (3962mm)
Brakes	Lockheed hydraulic with Bendix hydrovac booster
Wheels and tyres	Budd ventilated disc, 10 stud rim. 9.00-20/10 ply
Top Speed	38mph

Now commonly known as FWD, a Canadian subsidiary was formed with Dominion Truck at the end of the First World War. This was followed in 1921 by a British operation based in Slough.

By 1926 the Slough plant was producing a 70bhp FWD, marketed in the UK as the 'Quad'. A joint project with the successful racing car constructor Harry Miller also resulted in a FWD that went on to compete at the Indianapolis circuit in 1931. Featuring a lockable centre differential, the 'Miller' was arguably the first modern all-wheel drive car.

During the 1930s the UK subsidiary company was bought out by AEC, who began using more familiar in-house components. To

distinguish these models from imported FWD vehicles, they were sold under the name 'Hardy'. Production eventually stopped in 1936 but by this time AEC had gained some valuable experience, which was subsequently put to use in the Second World War Matador and Marshal.

The company changed its name to the FWD Corporation in 1958, and went on to acquire Seagrave Fire Apparatus. The firm was now committed to producing tower ladder fire appliances, mainly marketed under the FWD banner.

Following a legal dispute in 2003, all the assets of FWD and its associated companies were sold to an investment group headed by James Hebe. Now known as the Seagrave Group, these were eventually taken over by ELB Capital Management.

As well as military service, 2000 HAR-1s also took part in the Alaskan ALCAN Highway project.



Heritage
COMMERCIALS
A WORLD OF CLASSIC LORRIES, TRUCKS AND VANS



A 1975 Atkinson Borderer owned by Taylor's Transport Express of Oldham. PHOTO DAVID CRAGGS.



Tried & **TRUSTY**

During what would prove to be the final few years of its independence, a number of vehicles aimed at specialised markets were produced at the Thornycroft works in Basingstoke. **Alan Barnes** takes a look at one such design.

Words: Alan Barnes

Photography: Stilltime Archive

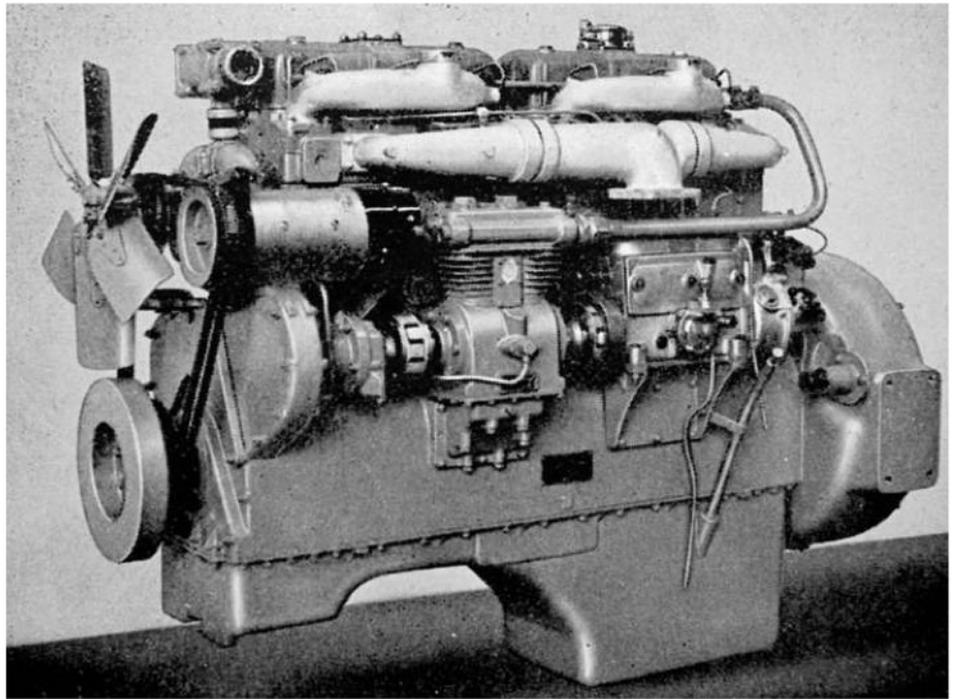
The Thornycroft Trusty oilfield tractor under test, with both front wheels clear of the ground.



Thornycroft was always well placed to handle the development and manufacture of specialised vehicles, with the company's excellent engineering skills and the flexibility of an independent company. While the various types which were developed were certainly not produced in any large volumes, some iconic vehicles would be brought to the market during the 1950s.

Among those produced were a number of specialist vehicles for use in the oil industry with heavy lorries such as the Mighty Antar, the Sandmaster and the Big Ben being developed for use in harsh desert conditions. The largest of these heavyweights was the Antar which was powered by Rolls-Royce engines and used by the British Army as a tank transporter. As well as the military version, a commercial model of the Antar was also produced and these were exported to a number of countries including Australia, Libya and the Argentine. However, these 'heavyweights' were not the only specialist oilfield vehicles that the company produced, and in 1959 a batch of 20 vehicles based on a six-wheeled Trusty chassis was exported to the Argentine.

The Argentine had always been an important market for Thornycroft, and indeed the company maintained offices in Buenos Aires for many years. A succession of different vehicles were exported to the South American country, and these included general haulage, construction and oilfield vehicles. With the introduction of the bonneted version of the Big Ben models in the late 1950s this vehicle also found buyers in South America, as well as Libya and the Middle East.



Brochure shot of the QR6 9.83-litre diesel engine.

By 1961 it was recorded that there were some 56 Thornycroft models operating in Libya which included 12 Antar, seven Nubian and 16 Big Ben, but the majority were the remaining 21 vehicles which were based on the Trusty chassis. The Trusty also proved to be popular in South America, and although the name had been used by Thornycroft since the 1930s, the vehicle exported to the Argentine in the 1950s was a somewhat different 'beast' to the first Trusty which the company had produced.

WHAT'S IN A NAME?

The company first introduced names for its range of vehicles in 1931 and along with the likes of Bulldog and Stag, the Trusty first appeared. Like the later models, the first of the lorries to carry the Trusty name were available in both forward control and bonneted designs. By the mid-1930s the Trusty was being built for both the home and the export market with the normal control designs being favoured by overseas customers. The four-wheel chassis of that time lent itself to a variety of applications for oilfield use and a number were fitted with three-ton cranes for use by the Anglo Iranian Company Ltd, while others were shipped to South America.

Production of the Trusty was interrupted by the Second World War but in the postwar period the model reappeared, this time as an eight-wheeled chassis in contrast to the four-wheelers of the 1930s. Six-wheeled versions would also be produced but they did not sell in large numbers on the home market and production of an updated four-wheeler also began again. New bonneted designs appeared on some Thornycroft models including the Trusty and Trident. The new designs featured a new radiator design and relatively deep split windscreens which arguably gave the normal control lorries something of a transatlantic feel.

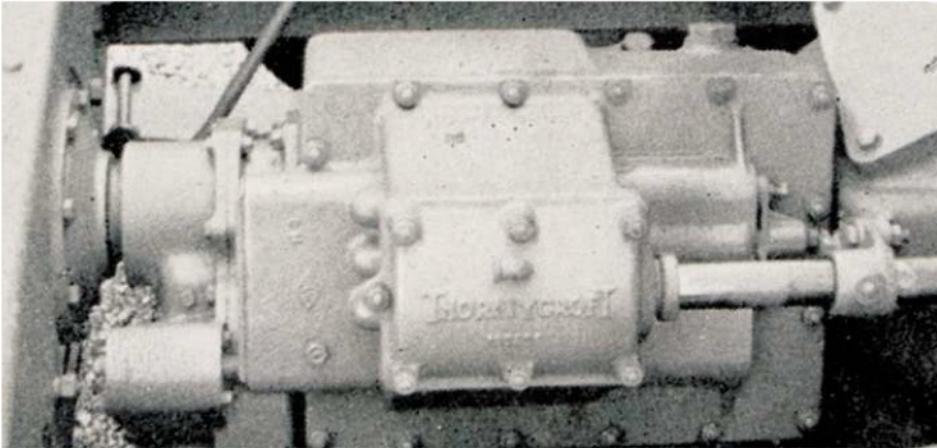
While the home market for the bonneted versions was perhaps not as strong as Thornycroft would have liked, they nevertheless continued to sell well in the company's traditional overseas markets. For example, Trusty six-wheeled tippers were used by the State Gas Department in Buenos Aires, continuing Thornycroft's solid relationship with South America.

As well as a programme of seemingly continuous vehicle development, the company continued its work to develop and refine its diesel and marine engines. By the 1950s Thornycroft was faced with the problem that the AEC 590 and Leyland 0.600 engines were proving to be rather stiff competition.

However, in 1955 the company had completed the development of its new engines the QR6 and JR6 and these were to prove the last major engine designs to come from the company. The smaller 4.18-litre JR6 was essentially an extensively redesigned version of the earlier TR6. However, it was the new 9.83-litre QR6 which would come close to rivalling the AEC and Leyland engines in terms of power and performance. The QR6 was a six cylinder direct injection delivering 130bhp at 2000rpm and although there were some initial problems with cracked heads the new power unit was selected for use in the new Trusty eight-wheeler which was announced in 1956, and which went into production the following year.

Well received by the transport press of the day, the new Trusty with its power-steering was acclaimed as the 'most civilised eight-wheeler of its generation'. The lorry featured a five-speed gearbox with overdrive as an optional extra, power assisted steering and all-wheel air brakes. Two and three axle versions of the Trusty soon followed and again the QR6 engine was the chosen power unit.



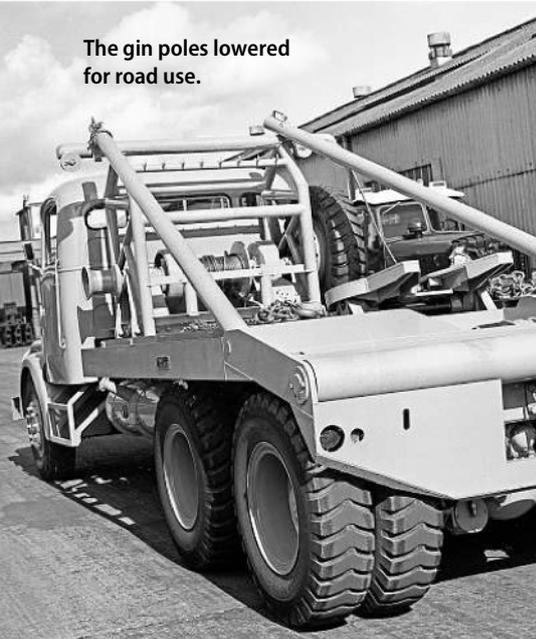


Another brochure shot showing the five-speed gearbox with optional overdrive.

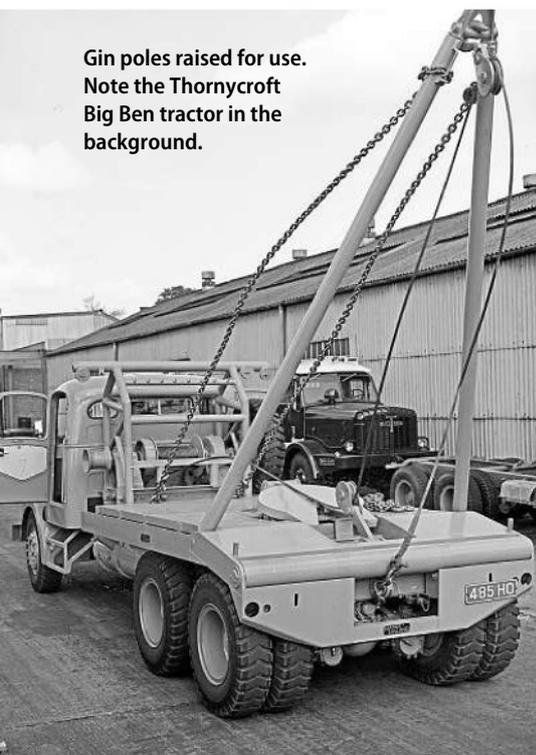


Detail of the rear bogie off-road.

The gin poles lowered for road use.



Gin poles raised for use. Note the Thornycroft Big Ben tractor in the background.



Towards the end of 1958 the first of the new bonneted design Trusty six-wheelers came off the production line, with seven going to the Middle East and two more right-hand drive vehicles exported to Australia. The following year the company received a substantial order for 20 Trusty normal control six-wheeled vehicles for oilfield use in the Argentine.

The vehicles were ordered in 1959 by IDECO International Dresser Leering Company (Oilfields) and were destined for use in the Argentine by Yacimientos Petroliferos Fiscales which translates as 'Treasury Petroleum Fields'. This company was a well established oil and gas exploration and production company which had been set up in 1922. The late 1950s was a period of rapid expansion for the company with exploration contracts being awarded to overseas, mainly US companies, in a major effort to boost the company's oil reserves. The opening of new fields and the expansion of existing ones increased the need for specialised oilfield vehicles and Thornycroft was well placed to complete such an order.

The vehicles were designed to work with purpose built semi-trailers which IDECO had commissioned to be built in Italy by Nuovo Pignone and that company would

also arrange for the trailers to be shipped directly to the Argentine. Although the completed vehicles were tested at the British Army training ground at Bagshot Heath, it seems unlikely that any testing with the semi trailer was carried out before the vehicles were shipped out. Interestingly, while Thornycroft as a company is now consigned to the pages of history, Nuovo Pignone continues today as one of the leading suppliers of oilfield machinery.

TRYING THE 'TRUSTY'

The oilfield vehicle was built on the standard Trusty 14ft 3in wheelbase six-wheeled chassis, with the standard 11in deep and $\frac{3}{8}$ in thick frame side members being reinforced with the addition of a second $\frac{3}{8}$ in steel channel, which was welded inside the main frame at the bogie end of the chassis. The rear bogie was fitted with overhead worm axles and two spring suspension. The steering gear was fitted with a Clayton-Dewandre continuous flow hydraulic servo, and Clayton Dewandre also provided the air pressure braking system which, as a safety measure, incorporated two separate circuits. All the wheels were fitted with 11 x 20in 14-ply Dunlop Power Grip tyres.



Thornycroft staff demonstrating the 60,000lb Woodfield Senior winch.

“By 1960 the days of an independent Thornycroft were numbered, as by February 1961 the company had been taken over”



The cab and tinwork was built by Hands England Oilfield Equipment Ltd of Letchworth.

The vehicle was powered by the Thornycroft QR6 six-cylinder diesel engine which was rated at 136bhp at 2000rpm, combined with a four-speed constant-mesh gearbox. There was also a two-speed auxiliary unit which incorporated a power take-off.

The all-steel bonneted cab was not unlike a smaller version of that used on the Big Ben. The two-part windscreen was deep and afforded good forward vision, and the doors were fitted with opening quarterlights. Perhaps not so useful were the three small windows set high in the rear cab panel which gave the driver a restricted view over the rear of the vehicle. The centre rear window was larger than the outer ones and featured a sliding glass panel. The high position of the driver's seat and the fairly deep windscreen again meant that there was good forward vision, and test reports confirmed that the cab was quite comfortable. Protection for the front end and radiator came from the wide heavy-duty bumper and the steel crash bars.

All 20 trucks in the batch were left-hand drive and it would appear that there are no

records of any similar vehicles being built as right-hand drive versions. The earlier bonneted Trusty six-wheeler had also been used as the basis for a tipper or dump-truck, which utilised a 13ft 5in wheelbase chassis, and this vehicle had been built in both left- and right-hand drive versions.

The bodywork and specialised oilfield equipment fitted to the vehicle were not produced by Thornycroft, but were built by Hands England Oilfield Equipment Ltd in Letchworth. The equipment included two 4½in diameter gin poles which pivoted at one end and were stowed in the lowered position while in transit, but could be raised to form a hoist at the rear of the vehicle. The lifting capacity of the hoist was rated at 10,000lb and from the stowed position the apparatus could be set up in around 10 minutes by two crew members. A 60,000lb Woodfield Senior winch was positioned just behind the cab and protected by a very solid construction of steel bars. Hands England also provided the gravity cushioned fifth-wheel mounted at the rear of the body, which was slightly raised above the platform bed.

Fully equipped, these Trusty oilfield vehicles had an unladen weight of 11ton 12cwt and were rated at 32 tons gross train weight (GTW). The tests on the rough sandy heathland without a trailer attached were carried out with a weighted load being carried on the platform giving a running weight of 20½-tons gross. According to reports, the Thornycroft performed very well and was easy to handle while travelling over sand and loose stone surfaces and managed to cope with a 1-in-5 gradient. The top speed during tests was measured at 32mph. Unfortunately there are no details of how these vehicles performed on the oilfields of the Argentine but it is likely that, in common with the other specialist vehicles produced by Thornycroft, they acquitted themselves well.

As well as the production of this version of the Trusty, the company was also continuing to expand its range of specialised oilfield vehicles. A 6 x 6 long wheelbase version of the



Other specialist equipment included a 'gravity cushioned' fifth wheel.

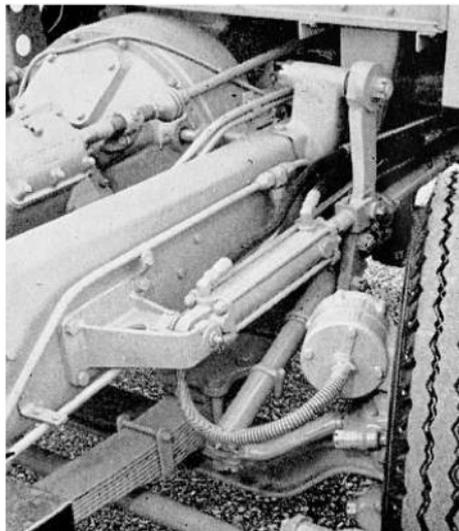


Rough terrain testing under way!

Big Ben entered production, as did a 6 x 6 Antar. Trusty 4 x 2 and 6 x 4 models were also joined by Nubian 4 x 4 and 6 x 6 vehicles which were very useful for exploratory work and could be fitted with light drilling rigs.

There is no doubt that Thornycroft established for itself an enviable reputation for the rugged and versatile quality of its oilfield vehicles and it is very likely that further development in this area would have continued. However, by 1960 the days of an independent Thornycroft were numbered, as by February 1961 the company had been taken over by Associated Commercial Vehicles Ltd. Certainly the Antar continued to be produced under the new regime until 1966 but the days of the specialised Thornycroft oilfield vehicles had come to an end.

The use of images from the Stilltime archive is gratefully acknowledged.



Brochure detail of the power-assisted steering setup.

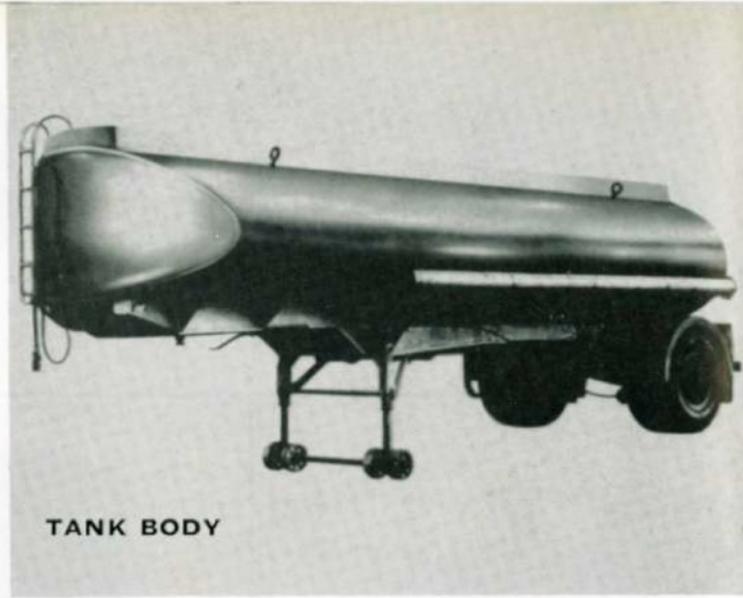
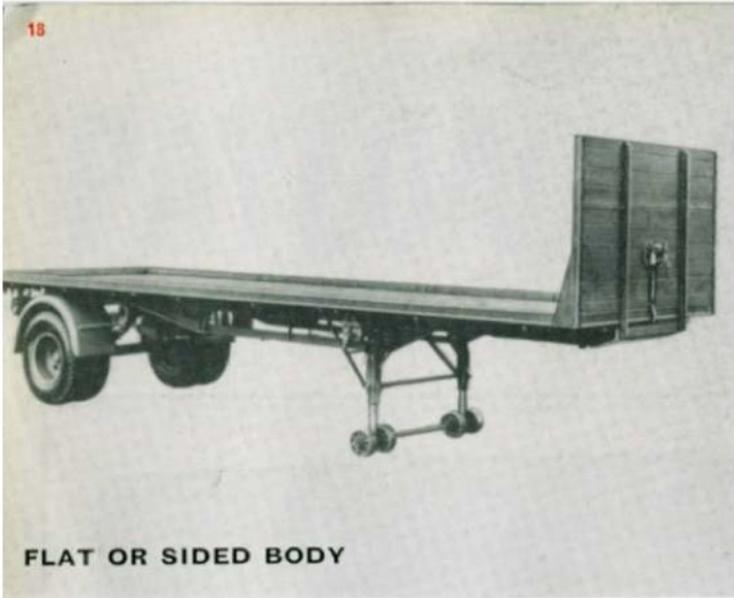
PAYLOADS 3 TO 12 TONS



This month we're featuring extracts from a 1950s/60s Scammell range brochure. Scammell was one of the few lorry makers that also produced trailers for many years, and the firm's automatic trailer coupling was used by all manner of manufacturers – Bedford being a notable example. Anyway, did you work with these trailers? If so, please write in and tell us your experiences of them.

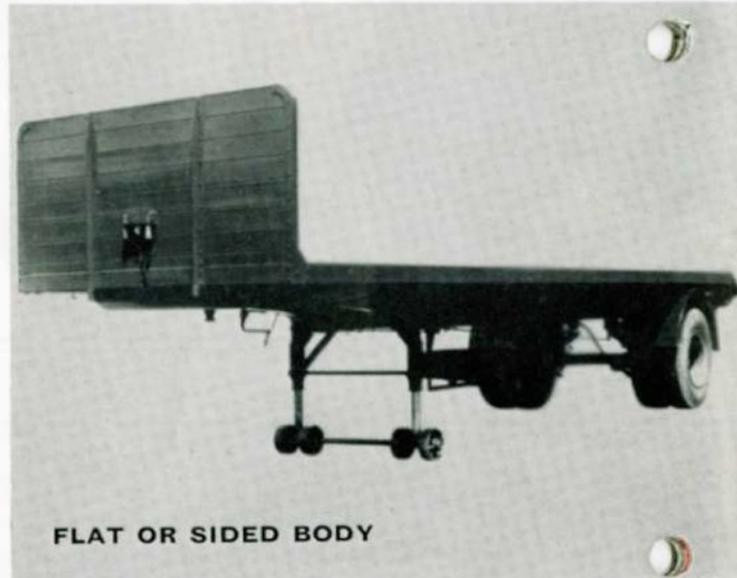
FITTED WITH SCAMMELL M.H. TYPE AUTOMATIC COUPLING ONLY. PRINCIPAL BODY TYPES AS ILLUSTRATED. ALSO AVAILABLE IN CHASSIS FORM ONLY IN LENGTHS FROM 15—25 ft.





PAYLOADS-12 TO 15 TONS

Fitted with Scammell fifth-wheel coupling only. Body types as illustrated. All—with the exception of the Univan body—are also available as chassis only in lengths from 20-26 ft.





SEMI-TRAILERS FOR G.V.W.s OF 24 TONS

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Steam SUPREME

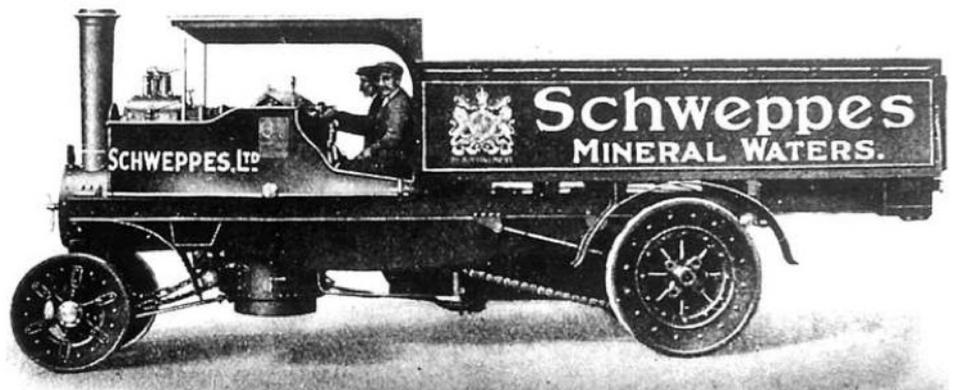
Obsessive commitment to steam contributed to its eventual surrender to Rolls-Royce, but as **Ed Burrows** points out, this could be regarded as the ultimate accolade accorded to Sentinel's engineering excellence

Words: Ed Burrows **Photography:** Ed Burrows, Rupert Burrows, Martin Coombs, Chris Hodge, Peter Jarman, Neil Matlock, Anthony Thomas, Bob Tutt.

Anthony Thomas is a second generation obsessive. The objects of his obsession are the products of Sentinel Waggon Works, Shrewsbury, and its processor factory in Glasgow. And if ever a company could be diagnosed as having obsessive compulsive disorder, it would have to be Sentinel. Its blinkered obsession was steam power. It continued to persist – and innovate – after every other British steam road vehicle builder had surrendered to the inevitable and switched to diesel engines. Even when Sentinel finally gave up steam as a lost cause and designed its own diesels, it continued to swim against the tide. In the manner of its glorious line of steam trucks, the engines were placed under the chassis.

While Sentinel could be accused of being stubbornly oblivious to reality, it could not be faulted for an obsessively perfectionist attitude to quality. When the accountants finally caused the white flag to be waved in 1956, Sentinel was taken over by that peerless benchmark of engineering excellence, Rolls-Royce. There could have been no finer accolade. But the aftertaste was bitter.

In relatively short order, the aircraft gas turbine engine builder – which at the time



Sentinel built a batch of overtypes in 1911-12 to demonstrate the layout's inferiority to its undertype models.

also manufactured heavy truck diesel engines and still owned the R-R car business – almost, but not quite, consigned Sentinel products to history.

After the takeover, Rolls-Royce reluctantly agreed to continue the manufacture of Sentinel steam-engined shunter-type and light railway locos widely used in the yards of big industrial complexes. Though steam loco production was terminated in 1958, reflecting the factory's switch to Rolls-Royce diesel engine manufacture, light diesel railway

engines were developed and remained in production until well into the 1960s. These were powered by Roll-Royce 'C' range diesels, the ultimate road vehicle iteration of which was the 625bhp CV-12 that powered the Scammell Commander tank transporter tractor.

Thanks to enthusiasts like Anthony Thomas and the membership of the Sentinel Drivers Club, there is still coal in the firebox. And once you see a Sentinel – steam or diesel – you immediately understand why this



A 'Standard' type, delivered in 1907: in 100,000 miles, this particular wagon reputedly required only one day off for maintenance.



Steam hauling oil: photographed at its roll-out in 1924, Sentinel's first artic tanker.



An early 3½-ton model with hydraulic tipping gear; it was legally limited to 12mph.

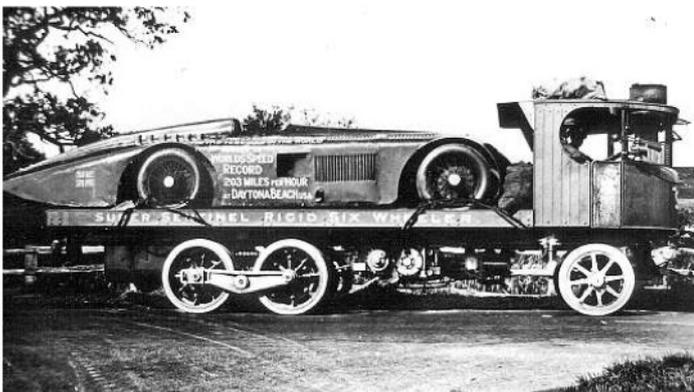
ultimate diehard of 20th century British engineering invokes extremes of obsession and sentiment.

In 1992 Anthony Thomas and his father Joseph co-authored their Album No1 of Sentinel works photographs. By then his father had been collecting Sentinel technical material and photographs for 65 years. The album took the story from Sentinel's beginnings in 1905 to the 1920s. The intention was to follow-up with further albums. Sadly, a few years after publication, Joseph Thomas died.

Album No2 covers the years from the introduction of the DG series in 1927 to Sentinel's ultimate demise. Titling it as an album is entirely apt. Its meat comprises more than 250 period black and white photographs from the Thomas archives. All have extended captions with a wealth of interesting detail – and benefit from the extra depth of knowledge acquired by Anthony Thomas in his spare-time capacity as both president and records officer for the Sentinel Drivers Club. The vehicles – and no less so

the photographs themselves – are magnificent. Collectively, they give a rare insight into Britain's road transport industry between the wars and in the decade or so after.

Sentinel was the supreme champion of steam powered road transport. Foden advocates might well argue against that, but Sandbach quit steam in 1932, two years before Shrewsbury's ingenious obsessives launched the S series, the apogee of volume production steam wagon refinement.



The latest in steam, the latest in speed: the prototype double-gear 'Super' carries Sir Henry Seagrave's 1927 203mph land speed record breaker.



One of only seven DG8 eight-wheelers, this impressive 1930 example was the second built.



Above: DG6 works number 8351, an 80-year-old veteran chain-drive 6-wheeler.



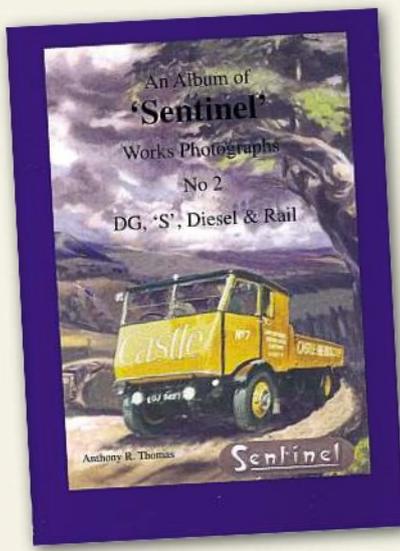
A restored 1924 'Super' platform truck; pneumatics were the norm from the beginning of the 1930s. Older vehicles were upgraded.

Below: This SDDG6P, the second of only of only two examples of this model ever built, featured on Sentinel's stand at the 1932 Commercial Motor Show.



No, it hasn't been converted to run on gas: the Wedgwood family's magnificent S4 resides in the Jurby Transport Museum, Isle of Man.

Sentinel Works Photograph Album No2 by Anthony R Thomas is obtainable from Woodpecker Publications (woodpeckerpublications.co.uk), price £25 plus £5.60 P&P. A 172 page A4 hardback, it contains 255 photographs with detailed captions. A few copies of Album No1 are also available.



BUILDING UP STEAM

Like railway locomotives and stationary engines, steam driven road vehicles originated in Britain. First into production were traction engines, appearing in the 1860s. Steam wagons followed in the 1880s. Britain remained the dominant producer, accounting for two-thirds of the world's 60-odd manufacturers that at one time or other built vehicles of this kind. Although petrol engined vehicles began to emerge in the latter half of the 1890s, in Britain, 1904 changes in weight legislation opened the way for steam-powered load carriers. The petrol-fuelled internal combustion engine changed everything, quickly establishing itself in its birthplace, Germany, and most particularly in the US, thanks to the opening up of oilfields in Pennsylvania, Texas and elsewhere. Although petrol engined trucks were also gathering momentum in Britain, coal was king. Britain's economy ran on coal, and a hard core of steam wagon manufacturers viewed the future accordingly.

In the 1920s, the UK's coal industry employed over one million miners. Although Sentinel kept the faith for another two decades, steam trucks – or wagons, to be more traditionally correct (which Sentinel spelt 'waggon') – suffered a dent in the boiler after the First

World War. Thousands of Army-surplus petrol engined trucks – many of which had been built in the US – were offloaded on to the British market. For steam, even for those who refused to see it, the writing was well and truly on the wall. And once diesel trucks began to come on the scene after the mid-1920s, even in Britain, the steam wagon's main stronghold, the battle was inevitably going to be lost.

Technical enhancements were being introduced. And, following Sentinel's lead in 1930, some of the few surviving makes swapped to pneumatics in place of previously ubiquitous solid rubber tyres. Assisted by pneumatic tyres, a select few front runners in the last generation of steam wagons were able to exceed 50mph – at a time when road haulage vehicles were restricted to 20mph.

The first Sentinel steam wagon was built in 1905. Unlike many of its rivals, it had an 'undertype' engine installation, with the mechanicals installed under the chassis. The result was a more compact, space-efficient vehicle, with a longer load platform for a given overall length. The more general convention was the 'overtyp' configuration, with a traction engine's railway locomotive style of boiler. Overtypes had their cylinders and valve gear mounted above the chassis.



Tarmac ran three DG4s, 16 DG6s (some later converted to eight-wheelers) and a single S6, operated by a later owner until 1958. It was restored and returned to its original livery by Peter Walker.



One of only a handful of S8 eight-wheelers, this 1934 example remained in service until 1947.



Seen here alongside Peter Walker's S6, Richard Straughan's DG8 has been a quarter-century long restoration project.

Just to prove the superiority of its undertype design, Sentinel built a small batch of 17 undertype steamers during 1911-1912. Hauliers got the message.

Progressive development and outstanding performance led to the production of many thousands of the Sentinel Standard and Super series designs that preceded the introduction of the DG (double-gear) series, first produced in 1929. Initially with chain-drive, a prop-shaft drive DG range was launched in late 1931. Two years later the DGs were replaced by the S series. Like their immediate predecessors they were offered in 2-, 3- and – impressively – in 4-axle configurations.

Although production of S8 eight-wheelers only ran to half a dozen or so vehicles, happily, one immaculate example survives and is in full working order. As you will read elsewhere in this issue, an example of its direct predecessor, the DG8, is now also raising steam. Owner Richard Straughan acquired the first parts – chiefly wheels, tyres, axles and

tipping gear – in 1988.

The build involved painstaking research and fabrication work, including the construction of a new chassis. After a quarter of a century of perseverance, in 2013, it finally ran under its own steam – with its original engine. Resplendent in period Tarmac livery, it is a rebuild of chassis number 8016, originally delivered in 1929 as a DG6 and later converted for Tarmac by Sentinel into DG8 short-wheelbase tipper configuration. No doubt one day, these two unique eight-leggers will meet up at a rally. That really will be a sight to see.

TECHNICALITIES

In engineering the S series, Sentinel made a concerted effort to reduce unladen weight, one of the inherent disadvantages of steam powered road transport. Although weight saving measures even extended to making certain engine and gearbox components in aluminium alloy, without a radical technical

breakthrough, nothing could compensate for the weight of the boiler and associated water tankage; the unladen weight of an S4 was more than 5.25 tons.

Sentinel S4s, S6s and S8s, with load capacities of 7/8 tons, 10 tons and 15 tons respectively, used a 4-cylinder, single-acting horizontal in-line engine design incorporating a longitudinal crankshaft arrangement.

Whereas steam wagons of more conventional layout necessitated the placing of a large chimney stack in front of the driving position, the S Series boiler system was set further back. This permitted the use of a steel cab which, apart from the absence of a radiator grille, was similar in appearance to the cabs of forward control diesel trucks. Modernity was further enhanced by panelled doors with wind-up windows, a two-piece windscreens and electric rather than gas-mantle lights.

More than any other steam wagon manufacturer, Sentinel endeavoured to



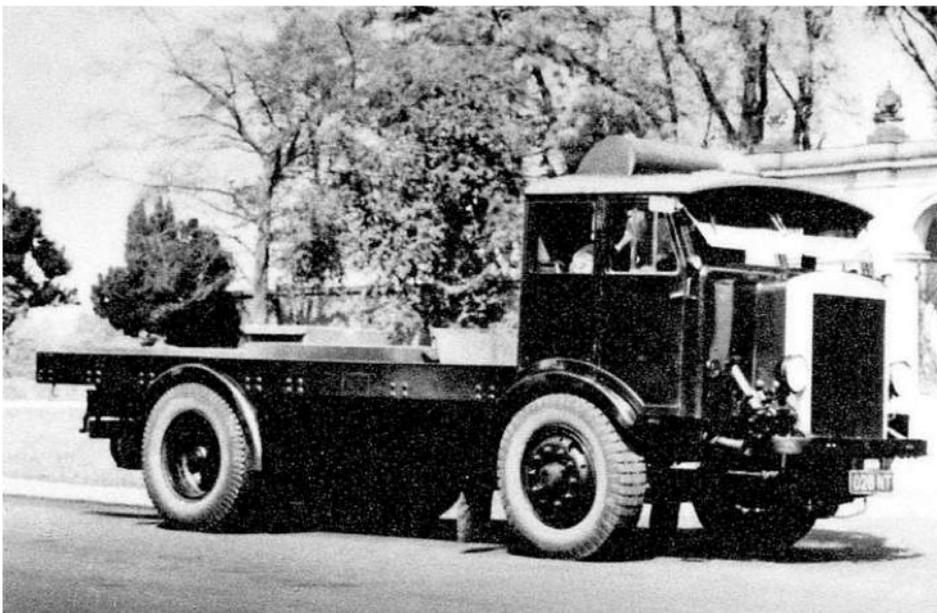
With the all-important get-it-where-you-can water tank hose clearly visible, a pristine S6, the most advanced steam truck design ever put into quantity production.



Seen here factory-fresh in 1934, this S6 has been restored to its original livery by Peter Auger.



The S8 eight-wheeler was the ultimate in steam road haulage carrying capacity.



The second Abner Doble-engineered prototype; it ran on oil, but was infinitely more complex than a diesel truck.

“Sentinel diesels featured a distinctive cab with frontal contours possessing an obvious lineal relationship to the S series steamers”

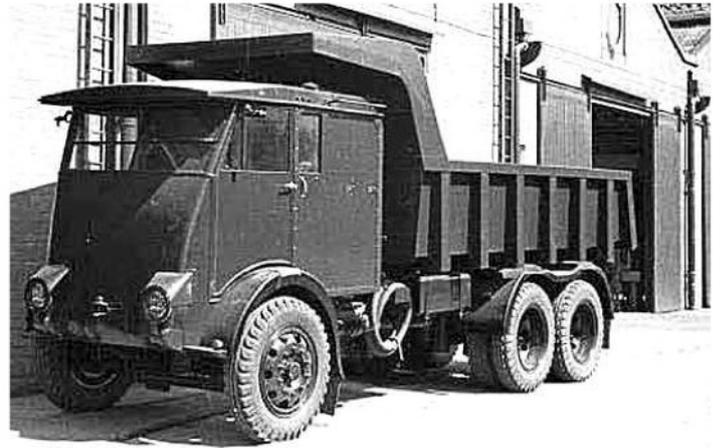
produce a steam vehicle capable of going head-to-head with the best of its diesel competitors. What it could not overcome, even with the S series, was the time-consuming inconvenience required for loading fuel and water – which, en route, was often replenished from a river, stream or even a fire hydrant. The other big drawback was the inability to start from cold. Leaving the depot at 7am meant clocking-on at 6am. The firebox had to be raked out, the fire laid and lit, and time allowed for the water to boil to get a head of steam. If coke was the fuel, the fire first had to be got going with kindling, wood and coal. Dirty work.

To address these drawbacks and further improve the product, Sentinel enlisted the help of renowned US steam power genius Abner Doble. He had been responsible for an oil-fired steam bus built in New Zealand that could raise steam in 1½ minutes from cold.

In 1932 Sentinel revealed a revolutionary experimental prototype with a fully condensing compound steam engine. Development using Doble's ideas continued, but, although highly successful technically, the vehicles were extremely complicated and uneconomic to manufacture. The Doble adventure had taken Sentinel to the financial precipice, offset to an extent by a contract during the Second World War to manufacture tracked armoured vehicles. When peace returned, only a shovelful of



Derelict in the wastes of Patagonia, a forlorn piece of Britain's vehicle manufacturing history.



Outside Sentinel's Shrewsbury factory, an S6 with heavy dumper bodywork.

steam wagon operators held out against the ascendancy of diesel. Then, out of the mists of the southern tip of South America came Sentinel steamers' last hurrah.

In 1950 a contract was awarded by YCF, Argentina's state-owned coal mining corporation, for one hundred 10-ton payload capacity, dump-bodied S6 six-wheelers. It was probably the biggest single civilian order ever placed for steam driven load carrying road vehicles. The great majority went into service in the far south of Patagonia and played a vital role in the development of the Rio Turbio coal mines.

A SENSIBLE SOLUTION

Close to Argentina's border with Chile, Rio Turbio is situated in a bleak and treeless

landscape on the same latitudes as the Falkland Islands. The Sentinels' task was to transport coal eastwards from the Rio Turbio mines to the docks at Rio Gallegos on the South Atlantic coast. The route was 160 miles. The job had previously been done by a fleet of petrol engined trucks.

Apart from suffering reliability and spares problems, and the logistics entailed in ensuring petrol supplies, these were recorded as consuming more fuel on the trip than the energy value of the coal they transported. The fact that steam wagons typically run on coal or coke is likely to have been a decisive factor behind Sentinel's big Argentine order, delivery of which commenced two years after the 1948 launch of its first underfloor engined

diesel truck.

The S6s, known locally as 'Los Chufi', ran in convoys of 10 to 15 vehicles and did the journey in 12 hours. While only marginally more fuel efficient than the petrol engined trucks they replaced, the Sentinels had the advantage of exemplary reliability. Some are understood to have still been in service as late as 1959. Coal haulage by road from Rio Turbio eventually became unnecessary after the construction of a rail link between the mining town and the Rio Gallegos docks.

Investigations suggest that two Argentinean S6s may survive – one apparently in a sad state of dereliction in an area given over to historic vehicles at the Lujan Zoo, Buenos Aires. The other is reportedly resting – or



Full steam ahead: this is probably the only surviving photo of a Rio Turbio 'Chufi' in action.



The undertype steam engine installation allowed a longer loadbed within a given overall length.



Sentinel's under-chassis mounted horizontal 4-cylinder, 6.08 litre diesel developed maximum power and torque outputs of 82bhp and 259lb-ft.

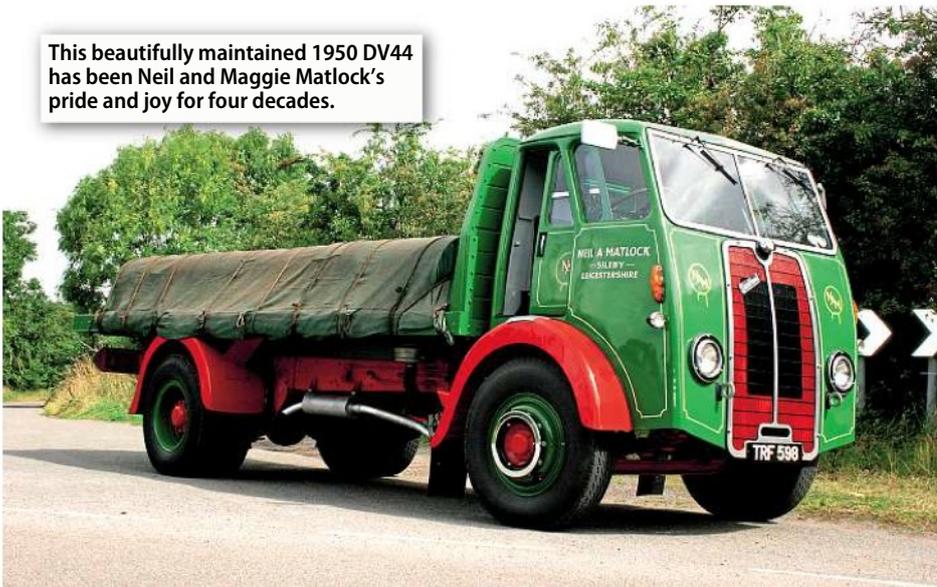
perhaps more correctly rusting – in Rio Turbio. Although in disrepair, a few years back plans for restoration to full working condition were announced by the Rio Turbio Municipality. However, the project seems to be hostage to a combination of lack of funding, bureaucracy, politics – the 'Malvinas' imbroglio and all that – and obduracy in accepting help offered by enthusiasts in the UK.

Sentinel made the transition from building the industry's most advanced steam (external combustion) road vehicles via coal/producer gas fuelled prototypes using a 5.8-litre 4-cylinder horizontally-mounted internal combustion engine. The first experimental vehicles were built in the late 1930s and led directly to the horizontal diesel engined trucks that went into production in 1947.

An intermediate development was powered by a petrol engine of this configuration.

Sentinel diesels featured a distinctive cab with frontal contours possessing an obvious lineal relationship to the S series steamers. With no engine encroachment, the cab had line-abreast seating for a crew of three. Instantly identifiable by sliding doors, it is considered by many to be an all-time classic of cab design, with not a line out of place. The up-for-it stance suited Sentinel's character perfectly. That the position of the doors relative to the seats makes getting in and out an exercise in gymnastics is an instance of form-over-function those familiar with the trucks readily forgive.

This beautifully maintained 1950 DV44 has been Neil and Maggie Matlock's pride and joy for four decades.



DIESEL SURVIVORS

More than 1000 diesel engined vehicles were built over a nine-year production life – a fraction of Sentinel's steam powered output. The 7/8 ton payload 2-axle DV44 and DV46 light 3-axle models were powered by a 6.08-litre 4-cylinder Sentinel diesel. The DV64 drawbar 2-axle and DV66 6x4 and 19-ton GVW DV66M 6x2 had a larger 9.12-litre 6-cylinder derivative. Ricardo indirect injection was replaced in the final years of production by Sentinel's own direct system. This delivered peak output at lower revs.

Anthony Thomas' book catalogues over 30 surviving restored and unrestored Sentinel diesel trucks, including one of the very last of the line, a 1956 DV66M. The album also records over 150 known Sentinel steam waggon and tractor survivors, residing in Australia, Canada, India, New Zealand, South Africa and the US, as well as the British Isles. And not forgetting one – or possibly two – in Argentina, forlorn relics of another age.



The handsomely proportioned cab of Sentinel diesel trucks was a masterpiece of the coachbuilder's craft – though the sliding door made getting in and out a gymnastic challenge.

For those interested in learning more about Shrewsbury's icon of British vehicle engineering, the starting point on the internet for all things Sentinel is www.sentinelwaggons.co.uk Run by the Sentinel Drivers Club, it is a source of technical support for owners and a focal point for enthusiasts.



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Muir Snr and son
with an English-built
Dodge, possibly a 'D'.



Jack Muir

Contractor

Scotland used to be home to many small haulage contractors, who toiled away for long hours to make a living. Bob Weir spoke to Jack Muir, who can still recall the days when Bedford's Griffin reigned supreme in the Strathmore Valley.

Words: Bob Weir **Photography:** Jack Muir collection/Bob Weir

The Strathmore valley is the fruit growing capital of Scotland, and its produce is exported all over the world. It is also the location to historic Glamis castle, home to the late Queen Mother, and the site of the annual Glamis Transport Extravaganza.

Jack has lived in the town of Alyth most of his life, and comes from a haulage background. "My father was a coal and timber merchant," he recalls. "He had originally been brought up in the town of Keltly in Fife, and like the majority of the local men during this era was employed as a miner in the Fife coalfields. During their heyday the Fife



A Bedford S-type with a load of garages and sheds. The family's biggest client was in Leeds, a long haul in the late 1950s.



This lorry is thought to be a Dodge D 370 LAD cabbed tipper. According to Jack it was used to haul coal.



One of the Muir Snr's Bedford TDs transporting logs to the local sawmills circa 1954. The Fife coalmines had an insatiable demand for wood, until they became too expensive to operate and were forced to close.



Once Jack had branched out on his own, plant hire would become an important part of his business.

coalfields were very large, and were the main employer in the region. They stretched all the way under the Firth of Forth, and out into the North Sea.

Coal mining could be dangerous work, and Jack recalls that accidents were fairly common. "One day in 1934 there was a sudden explosion down my father's pit, and he ended up losing an eye," he remembers. "The result was that he suddenly found himself out of a job. Looking for something to do he decided to start selling coal up in Alyth, as the town seemed to be lacking a regular supplier.

"This meant hauling the coal a round trip of 70 miles each day, which was no easy task back in the 1930s. As business picked up, he eventually moved the family up to Alyth. Fortunately, my father was also able to come to an arrangement with a local sawmill. This meant he could take a load of wood down to the pits in the morning, and bring coal back up to Alyth on the return trip. Things worked out so well, that he decided to open a small

sawmill of his own up in Aberfeldy. I believe he was using a Dodge lorry in the early days, but soon switched to Bedfords."

LOSING A LORRY

Like a lot of small contractors Muir Snr was caught up in the Second World War, and soon found that one of his precious vehicles was being commandeered to help with the war effort.

Jack said: "I remember seeing some written documentation to the effect that the lorry had actually been involved in the evacuation of Dunkirk. But once the war was over things quickly moved on, and by the 1950s the family had diversified into making garages and sheds. My father managed to get a contract to deliver the finished product to a supplier in Leeds, and ended up hauling 20 units down each week."

Jack recalls that a return trip from the Strathmore valley to Yorkshire was quite a haul. "The trip down took about 12 hrs," he said. "Once he arrived the driver would have

his tea while the lorry was being loaded up, and then he would be off again."

It was around this time that Jack's father also started to get involved in general haulage. During this period Jack had left school and was serving his time as a joiner, until one day he found himself sitting behind the steering wheel of a large lorry. He said: "When the Fife pits started to close in the late 1950s, the coal delivery side of the business went into decline and had to be replaced. At the time I was still hard at work making the garages and sheds. Then one of our drivers got the sack, and we were suddenly a man short. Next thing I knew, I was driving a brand new Bedford S-type that had been registered on January 1, 1958.

"Up to that point my twin and elder brother had also been involved in the family business. We used to exhibit our sheds at Highland shows, and other events in Scotland. Then we got into difficulties with our main contractor down in Leeds, and the money started to dry up.



An atmospheric shot of a JCB loading up one of the Muir fleet



Jack brings the 'O' back to Alyth on the back of his TK flatbed. He also still owns the TK, and keeps both Bedfords tucked away in a lock-up.

The upshot was my brothers were forced to leave the business, and find work elsewhere. Fortunately I ended up staying on, until I started up on my own account in 1974.”

When Jack branched out on his own, he worked out of a depot in Chapel Street. Unlike his father, he decided to concentrate on plant hire. “Looking back, the last thing I wanted to do was get involved with lorries again,” he recalls. “For one thing because of the fuel crisis that took place in the mid-1970s, they were getting expensive to keep on the road. Unfortunately, I couldn’t find a regular supplier in Alyth to haul my plant, so I was forced to build a small fleet of my own. I ended up starting with a Bedford KM and Ford D series.

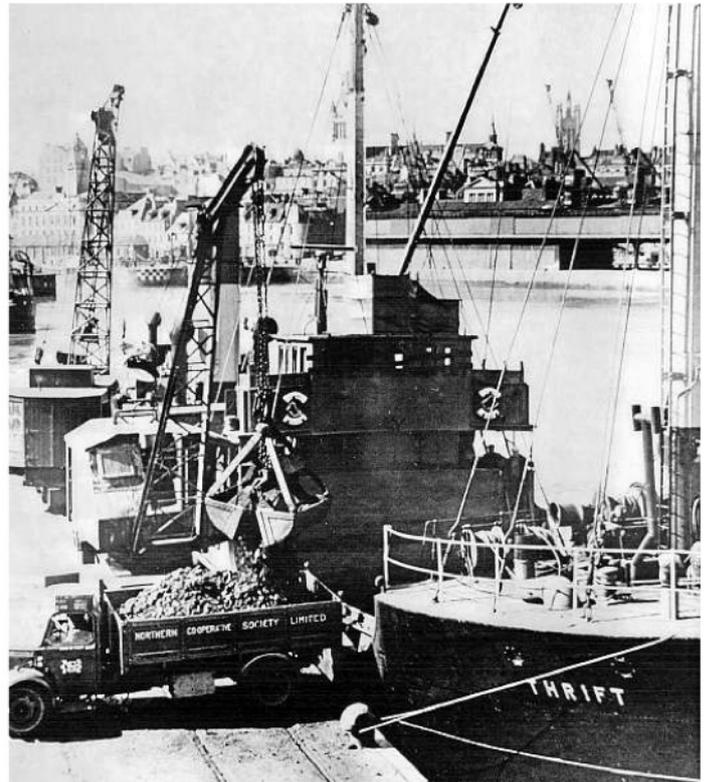
“My father also decided to retire around this time. He let me take over a paint contract with a company called Sigma Coatings Ltd down in Buckingham. This involved delivering their stuff all over Scotland. As this



Jack also used Leyland trucks for his fleet, as witnessed in this fine line-up.



Above: Jack's current Bedford 'O' originally belonged to the Co-op (Norco) in Aberdeen. This photograph shows the lorry being put up for auction in November 1993. The Bedford had fetched an impressive £3000 by the time the hammer finally came down, and was sold to a mystery buyer. Jack subsequently acquired the vehicle in 1999.



Right: The Bedford 'O' during its working days at Aberdeen docks. By the early 1970s, Aberdeen had become centre of the Scottish oil industry, a title it still holds today.

was a long haul I decided to get a Leyland Bison six-wheeler to do the work. Apart from the paint we had other stuff on the go, including jobs for the local council, gas and water boards."

Like most haulage contractors Jack used a number of different vehicles over the years, but always had a soft spot for Bedfords. He said: "I suppose it goes back to when I was a lad, and my father used to drive them. He was particularly keen on the Bedford 'O', although they were quite sluggish at 40mph."

THREE-YEAR CYCLES

Competition for work was stiff during the 1970s, and Jack experienced his share of 'highs' and 'lows'.

"I suppose our best time was in the late Seventies, before the recession kicked in. I found that our best jobs would go in three-

year cycles. That was generally the time it took for the competition to get wind of how much we were making, and try to undercut our rates. Or people like the council would realise how much they were paying out to contractors, and decide to do the work themselves.

"The mobile crane business was a typical example. We were the first people in the district to use mobile cranes. We also put them out for hire. This worked well for a couple of years, until the big boys came in with newer equipment and cut-price rates. The same went for our self-drive tippers. But despite some setbacks, we were still able to hold our own."

Jack continued to operate the plant hire side of the business, until he was bought out by a Strathspey bus company in 1999. "I was approaching 60 by this time," he recalls. "I'd also suffered a heart attack in 1995, and

needed to take it easy. If I'd had my way I'd have probably found a buyer there and then. But my son had given up his job as a joiner to come to work with the firm, so I felt I had to hold on for his sake at least for a few more years.

"Anyway, Strathspey eventually came in with a good offer, and that was that. Part of the deal was that I stayed on with them in a reduced capacity, until I was 65."

Since he has retired, Jack has spent a lot of his spare time driving his own Bedford 'O' on road runs. He also owns a model TK from the days when he ran his own business.

"There are a couple of other enthusiasts in the area, who also own old Bedfords," he explained. "We often go on trips together, and have a great time. I've been fortunate to have had a good life, and Bedfords have been a big part of it."



Jack also used to own this BMC Laird, but it proved to be 'one lorry too many', and has since been moved on.



Jack Muir with his O-Type Bedford.



Like father, like daughter



Paul Brook started his Rusty Trucks restoration business in 2010 when he left the Army. Daughter Debbie gave up a desk job to join him as a sub-contractor in 2013.

Little did Paul Brook think, that when he set up his Rusty Trucks restoration business in 2010 that his first dedicated sub-contractor would be his 30-year-old daughter Debbie. But as **Bob Tuck** discovers when he visits their Appleby premises, the combination is proving to be a win, win situation for both sides.

Words: Bob Tuck **Photography:** Bob Tuck/Paul Brook

Sometimes you have to take a chance in life. Rarely do things come with any form of cast-iron guarantee but one thing Debbie Brook knows is that she now comes to work with a smile on her face. And, say six hours later when she might end her day, she still has a huge smile on her face. True that face will probably be dirty but it's a beam of both satisfaction and enjoyment from her chosen mode of graft, restoring old motors.

The single mother of one can drop off her 11-year-old daughter Felicity at school and then pick her up when school finishes. And so far as school holidays are concerned, Felicity Brook has already woken up to the fact that 'Mam's work place' has far more interest than you'd imagine.

On October 31, 2013, Debbie completed the last day of her notice. Bringing to the end four years' employment at an accountants in Kirkby Stephen, she struck out into the field of working for herself. And while her father Paul said he'd help her, he wasn't going to be a charity: "The deal was that I had no intention of taking Deb on the staff and she'd have to go self-employed," says Paul. "But if she could make a go of it, then I'd share some of my experience with her. We agreed on giving the trial six months but well before that I knew Debs could do this work – and do it to a very high standard. So much so, that she's bringing things to the business that I never thought she could."

Yes, this experience has certainly been a – gritty – eye-opener for all the Brook family.



This 1943 Dodge is what started Rusty Trucks rolling. The restoration was featured in the September 2010 issue of HC.



An example of previous timberwork undertaken by the company.



Before and after shots of the Thornycroft Antar Paul restored for gate guard duties at the Ministry of Defence School of Transport, Leconfield.

PAUL'S STORY

Born in Kendal – which in 1957 was part of Westmorland – Paul was probably destined to end up breathing fresh life into rusty pieces of metal. His parents, Neville and Merrian, had their own buying, selling, transporting rock business and Paul's early memories are tinkering about with lots of old wagons and equipment.

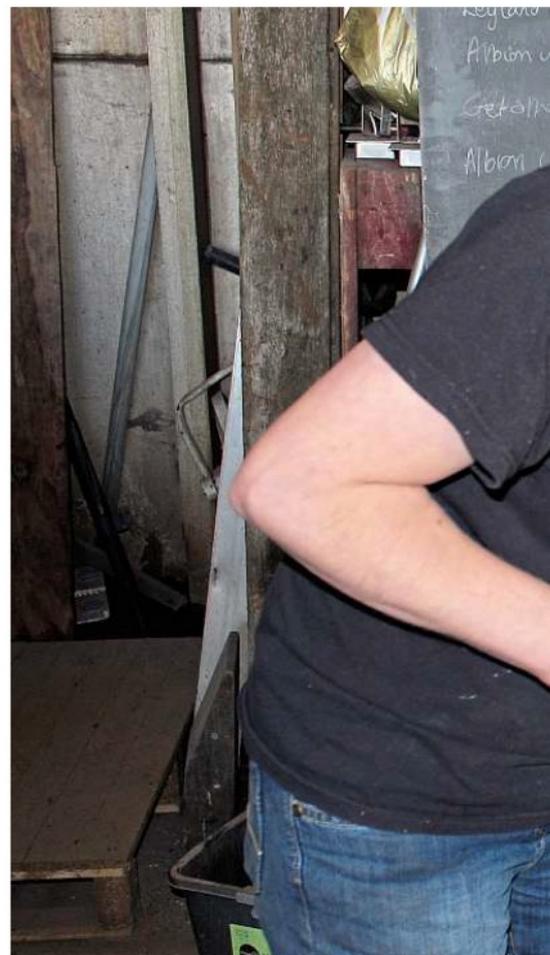
He joined the Army in 1976 and going through Sandhurst saw him rise to the dizzy heights of full Colonel. During his 34 years service (mostly on the transport side) he saw action in Bosnia, Iraq, Kosovo, Albania and Germany. Married to Jennifer, the Brook



Light vehicles such as this 1958 Jeep have also passed through the Rusty Trucks workshop.



This Leyland fire appliance was in for repairs to its rotten timberwork.





Paul and Debbie did all the lighter gauge fabrication, plus the tipper chassis, for this superb Sentinel eight-wheel steamer.

family would be daughters Claire and Debbie plus son Daniel. Naturally being in the military, the Brook family lifestyle was rather itinerant as every three years, a new posting would take them somewhere else.

However, wherever he went, Paul would probably find some sort of rusty vehicle to save during his spare time: "It was more the doing of restoration projects rather than the owning of these vehicles I enjoyed most," recalls Paul. So it was perhaps no surprise that when he came up to retirement from the military in July 2010, he'd try to make a go of such a trade.

Paul looked at his options and explored

being a consultant/lobbyist as a way of selling his extensive military background but that didn't appeal. "I was sat with good friend Wally Dugan talking about finishing with the Army," says Paul, "and I told him I had this burning ambition to see if I could do something on my own in business. All he suggested was why didn't I do what I was good at. Seeing that I was good at fettling old machinery, I decided to set up Rusty Trucks. And of course, it really helped to get things going that *Heritage Commercials* magazine ran the feature (*HC* September 2010 issue) on the 1943 Dodge fire engine that I'd fully restored."

DEBBIE'S STORY

Debbie was born in Rinteln when Paul was with the Tank Transporter Regiment in Germany. She went to a series of different military schools and then boarded in England. At the age of 18 the options she considered included going to University and perhaps joining the police force but when she became pregnant with her daughter, things all changed.

"I went back to work as a receptionist at Huntingdon and rented a house," she recalls. "Mam and dad supported me, so when in 2005 they moved north to the Eden valley, Felicity and I moved up into this area as well." Jobs as a legal secretary and then with the accountant followed but it was when she went on to a four day week in early 2013 that she sensed her true vocation. "For about six months I was working one day a week with my dad and I realised this was what I wanted to do. I had grown up surrounded by dad's projects and I just loved the fact that there was no real instruction book on how you should tackle a restoration project. I didn't want the rest of my life tied to a desk so I said to dad - I'll come and work for you - but all he said was: 'No chance.'"

What Paul did agree to do was to go with Debbie on a six-night welding course in July 2013 at the local Heritage Centre. "I didn't expect Debs to be any good," admits Paul, "but felt it might be a time for bonding between father and daughter. Either way, it was a good litmus test to see whether she had the wherewithal and commitment to see the course through."

There were only six of them on the course but Debbie proved to be the best there - by a long way. "She took to it like a duck to water," says Paul, "even though she had never picked up a welder in her life. She was easily the best there and a far better stick welder than me."



LEFT: Debbie at work on a locker door from the Leyland.

THE RUSTY TRUCKS STORY

How do you start a vehicle restoration business, we ask Paul: "You get yourself a website address," he says, "and people get in touch with you." Google Rusty Trucks and you'll find Paul's site but that seems a bit easy, although his first job (making a body shell for a Triumph Spitfire sports car) was created in that manner.

After spending the first few weeks in 2010 working in a barn next to his house, Paul moved to his current base on the Cross Croft Industrial Estate at Appleby. Over the last four years or so he's worked on all manner of vehicles and machines dated anywhere from 1903 to 1980: "If it's made of nuts and bolts and steel," says Paul, "we can fix it."

Paul doesn't mind whether it's a full job or just a part job: "Some restorationists adopt an attitude of saying to prospective customers that it's the whole job or no job. But I'll do the smallest of jobs; we've welded a gearstick and even have a vintage shovel that has come in for welding."

Prior to Debbie getting involved, the Rusty Trucks business was just one pair of hands and obviously Paul has utilised all sorts of outside contractors for a variety of work. He still uses other businesses for specific tasks like specialist paint and chroming but having Debbie working for him at an hourly rate has allowed him to bring all manner of tasks in-house. "We were losing time waiting for sand blasting," says Debbie, "so I thought it can't be too much different to steam cleaning. And by the end of the day, I was happy enough doing it." And Paul was more than happy as to how good a job Debbie was making of it.

PULLING TOGETHER

Right at the outset, Paul and Debbie agreed a basic business plan of how things should be run but of course, as those first six months have passed, that plan has evolved into a strong working relationship.

Although the sibling in this joint venture, Debbie isn't frightened of bringing her own thoughts to the fore as to how a new project should be tackled. "We may have differences of opinion in how to crack a job," admits Paul, "but by the time we get to do it, any differences will have been sorted. This isn't just a two way conversation as we try and involve the client as much as we can as to how the project should be done." And while it



The fast-disappearing cake – another of Debbie's creative talents!

started out as a father/daughter arrangement, working together reckons Debbie, now sees them also as friends and colleagues.

However, both agree on the bottom line: "We are lucky here in that we both have a proper focus on what's to be done," says Paul. "We both understand that the job takes priority as the key is getting it back to the client and with him or her being chuffed by what we've done – and Debs very much shares that."

So what does Debbie bring to Rusty Trucks we asked her dad: "Restoration is all about problem solving," says Paul, "and it soon became self-evident that she could do it to the highest standard. In the past I suppose I resisted her getting involved but very quickly I could see she could do the work. And she's particularly good at welding, fabrication work, paint preparation and sand blasting."

On a personal note, I can confirm that Debbie also makes exceptional cake and if like us you are ever invited to visit Rusty Trucks when it's tea break time, you too might be lucky enough to have a huge chunk of the finest rice cake you could taste – no jesting.

Like any good combination, the efforts of Paul and Debbie have made Rusty Trucks a far better business. And while it may seem strange to see a female presence in a male dominated activity, Debbie's outgoing personality quickly exudes the knowledge that she knows exactly

what she's talking about – and more.

Although working together, father and daughter do work on individual projects of their own. Debbie has a soft spot for the old style of VW camper vans and is currently restoring one which she calls 'Dougy'.

Another thing Debbie has brought to the business is that things must have names: "The air compressor is called 'Claus' because it's German," says Paul. "The one hand, pair of grinders we have are called 'The Grizzly Brothers' and we call the fork lift 'Patch'." But you'll have to ask father and daughter the reason behind that apt noun/adjective.

As we said at the start, nothing in life can be guaranteed but one thing which is apparent is that the Brook business is certainly growing on the back of the father and daughter working together. So is there any chance of more family involvement we ask. "My sister Claire has seen the light and doesn't get involved," says Debbie, "but my brother Daniel also loves to work with metal. He's a bit of a geek in that he does computer plans for everything he works on, where dad or I will just use our eye or check out the feel to see if something is right – but we are working on him."

Thinking of her brother gives Debbie another reason to smile. She seems to do a lot of that nowadays.

Company website:
<http://rustytrucks.tripod.com>



'Dougy' the Volkswagen camper is Debbie's own project.



Debbie fitting the engine into a wartime Standard Light Utility.

George A Bray COACHBUILDERS



Colin Chesterman interviews Malcolm Bray about the life and times of George A Bray Commercial Vehicle Builders of Vestry Street, Leicester.

Words: Colin Chesterman Photography: Malcolm Bray collection



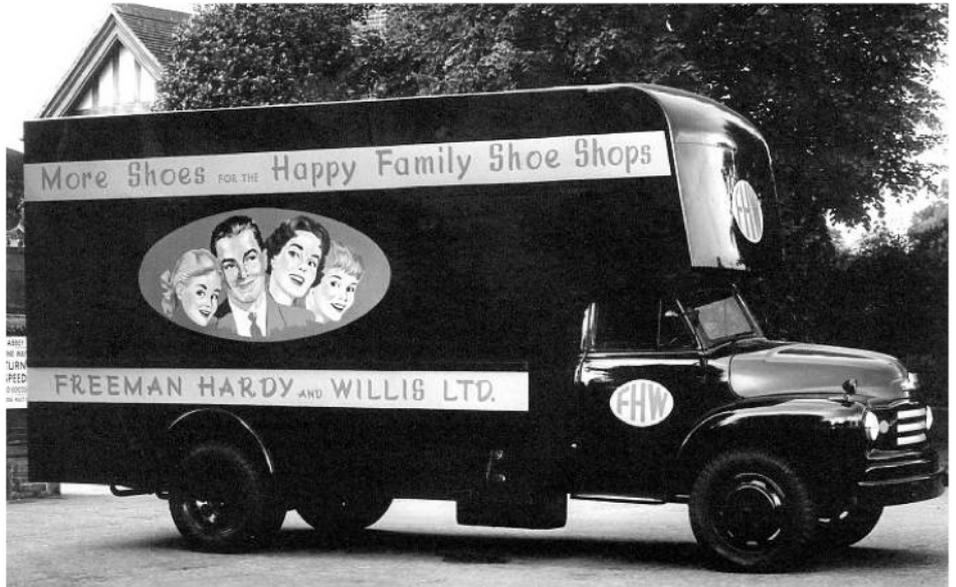
On the left is Harry Bray, Malcolm Bray's father.

George Alan Bray, who was my grandfather, established the commercial vehicle motor body building firm of Geo A Bray in 1909. His time-served trade was that of cartwright, and in these days prior to the outbreak of the First World War, the only available material for constructing carts or vehicle bodies was timber, braced where necessary with steel at the places where the greatest wear or stress occurred.

This was a time when a horse-drawn cart could only carry a maximum of five tons. These carts would have had timber wheels with steel rims. Any mechanically-propelled vehicles would have been petrol, and more likely than not, have solid rubber tyres, as pneumatic tyres were only then just coming into vogue.

His two sons, Herbert Arthur Bray (his eldest), and George Harry Bray (born in 1915), joined him in the business when they left school, circa 1929. Herbert eventually became the firm's coach-painter and sign-writer, and Harry became the coach/vehicle builder.

The first three Dennis lorries built for Freeman, Hardy and Willis of Leicester.



A Bedford TA with a Perkins diesel, supplied to Freeman Hardy and Willis before it was absorbed into the British shoe Corporation.



A Ford Thames Trader possibly supplied by Central Motor Company.

First lorries

The first lorry fleet that the company built was for the Leicester shoe firm of Freeman, Hardy and Willis in the 1930s, and was for three timber-construction flatbed bodies on Dennis chassis.

With the outbreak of the Second World War, Harry and Herbert joined the armed forces. However, George's health began to rapidly deteriorate due to heart problems during the war years. George died in 1950 and his two sons took over the business.

My father, George 'Harry' Bray, who is on the left of the first photo in this feature, continued to run the business with his brother after their father's death.

WH Smith & Son was another company that Bray's built bodies for, together with the wholesale fruit market, which was close to their premises. It's worth noting that all the vehicles bodies built on were constructed by firms based in the Leicester area.

Although I had been an indentured apprentice with the former English Electric Company Ltd, and qualified as a design draughtsman, I hated office work and started



An Atkinson four-wheeler used on general haulage by Clayton's.



An 'O' Type Bedford of T Hoyes and Son supplied by Douglas Weir, operated a collection of trucks Austin, Morris, Karrier.



A Bedford TK supplied by Batchelor Bowles and Company.

at Vestry Street with my dad in 1972, hoping to carry on the family business.

Unfortunately because of the hard times brought about by the 'three day week' in 1973, the family infighting which my presence exacerbated, specifically with my dad's brother Herbert, and the continuing threat of compulsory purchase, I left and joined the Leicestershire and Rutland Fire Service in 1973. However, I continued to

help and support my dad by 'moonlighting' there (whenever I was off duty), until the property was purchased by Leicester City Council under a Compulsory Purchase Order in the early 1980s, and the business closed.

The former site now lies under Leicester's Curve Theatre.

My thanks to Malcolm Bray for putting pen to paper.



Another Bedford TK of LMY supplied by Douglas Weir Ltd.



Nuneaton Mineral Water Company Ltd was a part of the Hoyes Group.



This Dodge six-wheeler could have had an AEC-Leyland or Perkins engine fitted, and was supplied by Parr's of Leicester.



A BMC seven-tonner supplied by HA Hamshares.



A Seddon 13:4 fitted with a Perkins 6.354 engine.



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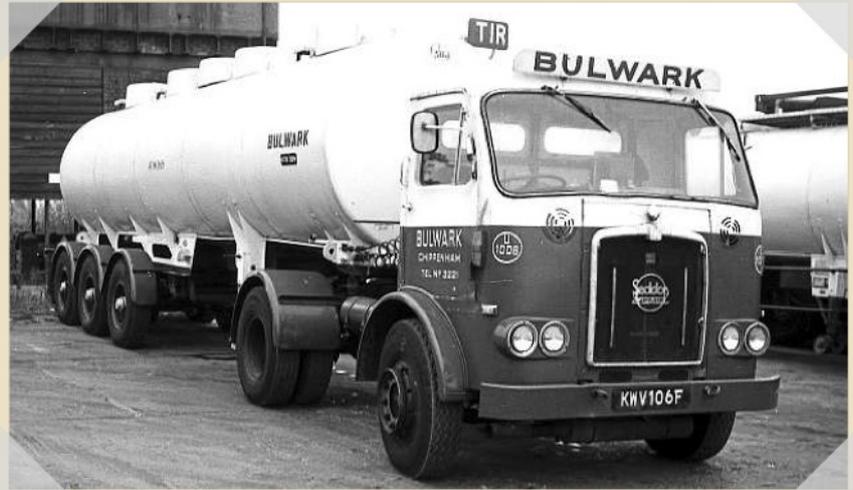
SEDDON DIESEL VEHICLES

This month's theme is Seddon commercials. The Seddon brothers started a small haulage/bus company in 1919, and over the years also added vehicles reconditioning and a Morris agency to their business. The first Seddon lorry appeared in 1937-38, built using bought-in components including a Perkins' diesel engine. In 1948 the firm moved to a factory in Oldham, and production soared, not just

of lorries, but also buses. In 1970 the firm took over Atkinson, and the name changed to Seddon-Atkinson in 1975. The last lorry to carry the name was produced in 2006.

Anyway, as usual we have very little information with these photos, so if you can help fill in the gaps please email or write in to the addresses on page 93.

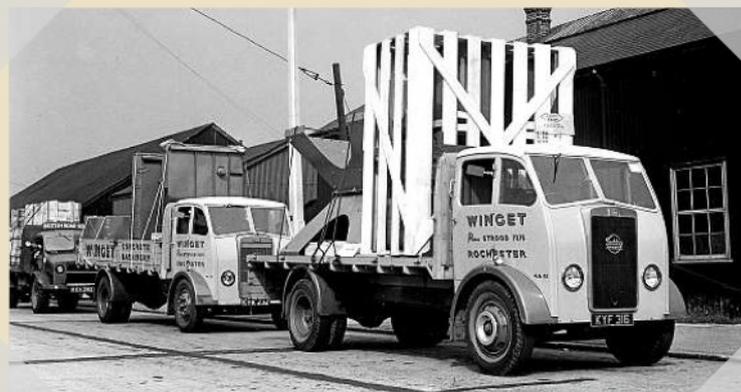
We've no date or location for this Bulwark Seddon 30/4 tractor unit and tri-axle tanker semi-trailer. The unit's fleet number is U1006 so hopefully somebody out there might know more. NA3T/Adrian Cypher photo ref CX00804.



1950 at London's Royal Docks, and BRS fleet number 65A27, a Seddon Mk. 5, makes a delivery of CKD Standard Vanguard cars for export. NA3T photo ref Hu02123.



These Winget Mk. 5 Seddons were also at the Royal Docks, delivering cement-making machinery for export to Calcutta. Note the BRS Bedford behind. NA3T photo ref Hu01953.





Many don't realise that Seddon made small commercials, such as this Mk. 7 van photographed near the Bank of England in London in June 1955. It's aptly carrying HP Sauce, something I really like but haven't bought since production was transferred to Holland... NA3T photo ref HuB0868-d1.



This is the M4 west of London on an unknown date, but we do know this well-used 13:4 was operated by Reg Reece & Son of Chepstow. NA3T photo ref VS00345.



This is the Maidstone heat of the 1964 Lorry Driver of the Year competition, and Metal Box has entered this Seddon complete with 'adjustable height' trailer. I love the sheet patching! NA3T photo ref HuK0759-d2.



This superb shot shows a London Co-operative Society Seddon horsebox on London's North Circular Road at Hendon in 1951. Other things of note are the Ford Prefect car and the just-visible clock and sign for Hendon Stadium. The hoardings advertise Firestone Tyres, and also the three-acre corner building plot – cleared courtesy of the Luftwaffe perhaps? NA3T photo ref Hu02824.



This 34:4 was operated by B Pitter Ltd of Southampton, and it was photographed at Milbank in August 1973. NA3T photo VS01652.

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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...

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

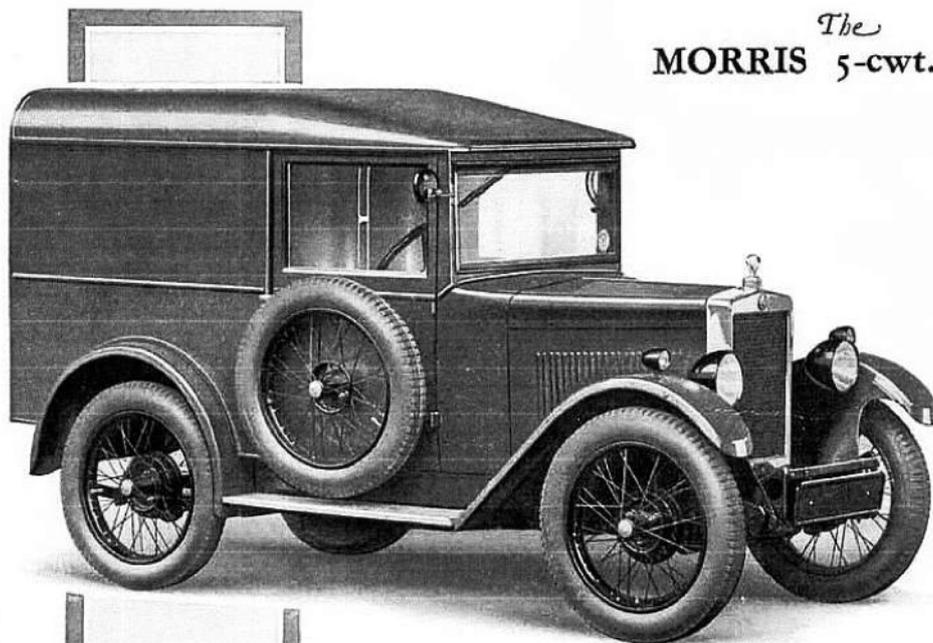
The Metal Box Co Ltd moved high-volume but low-weight products, so as well as the adjustable height trailer seen earlier it also ran pantechnicons like this version photographed in Temperance Street in Worcester on January 27, 1964. Note the Perkins badge on the grille. NA3T photo ref 12138.



We'll end with this 13:4 operated by A Ingrem & Son Ltd photographed in London's Westminster in September 1973. Note the very neat roping and sheeting. NA3T photo ref VS01658.

A Minor MISIDENTIFICATION

The
MORRIS 5-cwt. VAN



Dean Reader was guilty as charged. His crime? The same mistake as many other people do on the show circuit – labelling a vehicle as an example from a rival marque. But as we will see, in this case, he can be excused his mistake.

Words: Dean Reader
Photography: Dean Reader/
Prewar Minor Network

Austin with his own diminutive baby, nicknamed the 'Morris Calf' by many upon its eminent arrival. However, what came in May 1928 were several prototypes that were almost carbon copies of the Seven, in looks at least. Unsurprising really, as that was its target when it was finally launched in September of that year, a month later appearing on the stand at the London Motor Show at Olympia.

At this point, there were just two models, a fabric-covered saloon and a 4-seat tourer, with commercials always appearing at a later date. One plus-point was the fact that the Minor used a more advanced overhead cam (OHC) engine delivering 847cc compared to the Seven's 747cc unit, which may not sound much, but when laden with two kids and/or a handful of milk churns it makes all the difference.

Two years later, a proper steel-bodied saloon was added to the range along with the eagerly anticipated commercial variant; interestingly it was left to outside coachbuilders to add their own coachwork including various dropside pick-up trucks, with Cunard Motor & Carriage Co often building these specialised bodies. But there was another weapon in the Morris arsenal, which arrived at the beginning of 1931.

In later years of classic motoring, more so from the 1950s onwards, you would almost always have a basic, no frills model, at the bottom of the range, and moving on up through various engine modifications, trim levels and other additions the range would finish off with a luxurious sporting model and with the prewar Minor, this also took place –

but in a 1930s way. William Morris announced the first £100 car but it was a stripped back model with less exterior bright-work, especially with the radiator, which was painted black. Under the bonnet was a further change. Gone was the expensive OHC engine and in they slotted a cheaper side valve (SV) unit and these would run alongside the better OHC models.

Around this time, the long-wheelbase models also appeared which gave us a full 4-door and a sports coupe model, although, rather bizarrely, commercials remained the standard length. What with the new Morris Eight also arriving and both models selling well, the smaller Minor was heading the way of the Dodo, and in 1934 it quietly passed away, while the Seven continued on.

In previous issues of *Heritage Commercials* I have featured a couple of Austin Seven vans and marvelled about how cheap and basic, and indeed how usable they were. And let's face it, Austin Sevens – at least the saloon models – are quite common and certainly recognisable, with at least one appearing at virtually every show wherever you may be in the country. So what was my heinous crime? I tagged a prewar Morris Minor as an Austin Seven!

Right, before we start, we cannot simply just wade into the history of these little commercials without at first taking a gander at the car's story. So if you are sitting comfortably, we'll begin.

As we all know the practical and affordable Austin Seven upon its debut really did get families and business owners off their bikes and/or motorcycle and sidecar combos, and on the road to modernisation; in short the Seven was an instant hit becoming the best seller throughout the 1920s. Its story has been told countless times, but it is amazing to think that it took six years of Austin success before William Morris decided to take on the 'baby'

COMMERCIALS

When the van was announced in 1929, the early prototype models were fitted with the 'front end' from the bigger Morris Light Van, but when actual production started in 1930, the Minor car radiator and bonnet were featured, which I think is right as it keeps it in-line with the range it was born from.

The van sold for £125 in 'shop grey' and was listed as a 5cwt van with 38cubic feet of interior space, which was ample for the local grocer, butcher or whoever. Actual dimensions were a height of 3ft 6in, a width of 3ft 4½in and a load length of 3ft 4in. Decent wide-opening rear doors had small oval windows offering some degree of rearward vision while up front, sliding side windows and an opening screen gave plenty of ventilation. Other notables were: Four-wheel brakes, an automatic windscreen wiper, electric horn and more. The Morris Owner Magazine of 1930 commented: "With a full load, it is one of the fastest vans on the road, and a most economical proposition from the running costs point of view." And went on to add: "...its long semi-elliptic springs offer first class suspension and render it suitable even for delicate freights, such as glass or eggs." Good news for Auntie Edna's village farm shop then.

As we have seen, a cheaper SV model was

introduced and this applied to the van as well which cost just £110. However, towards the end of the 1931 year, all OHC vans were discontinued in favour of the SV models, a situation that remained for the next two years; they did though, regain the chrome radiator and screen surrounds.

However, in 1932 a significant new chapter in the commercial's life opened when a big order came in from the General Post Office (GPO) and we'll have a look at these later on.

As we have discussed, chassis-cabs were available for outside builders, some examples of which you will see on the PreWar Minor Network website, including a small 'horsebox' built by Curtis Motor Horseboxes, a van with a 'hatbox' rear bodywork and many more, including high-top vans. The only other factory option was a fire engine – I kid you not.

In 1934 things were improved slightly. The old square and dumpy shape now received new 'Eddyfree' bodywork with a smoother roof line, no windscreen peak and a more curvaceous rear end (giving an additional 13 cu ft), plus the petrol tank was removed from under the bonnet and relocated to the rear end, the filler being located on the offside rear. The spare wheel was still mounted on the side door. As well as the standard grey, three new colours were also offered.

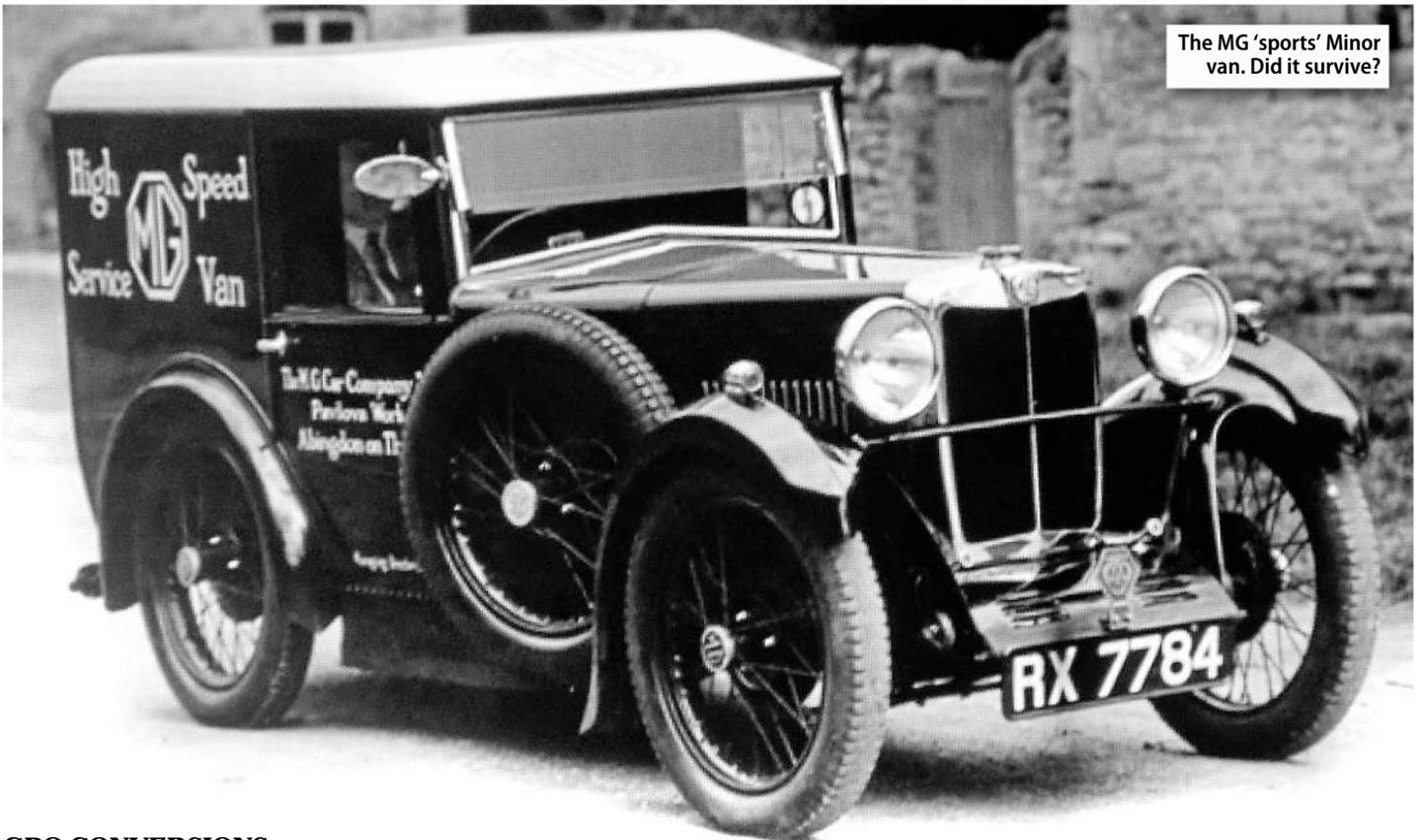
The running gear was also updated with hydraulic shock absorbers, together with an optional four-speed synchromesh gearbox. Surprisingly the brakes remained cable operated but it was still a strikingly modern looking van. The Minor range ceased in 1934 but the story does not end there as the commercials lived on, in a Frankenstein's Monster sort-of-way.



The General Post Office became big users across all its departments.



The MG 'sports' Minor van. Did it survive?



GPO CONVERSIONS

It was back at the beginning of 1932 when the General Post Office placed an order for six vans for its Post Office Telephones arm. The contract was awarded to Harold W Perry Ltd of North Finchley, London, who built a whole manner of coach-built bodies for various trades. A feature appeared on the first conversion in the February 12, 1932, issue of *The Light Car & Cycle Car* magazine, and with reference to the distinctive roof glazing commented: "The design of the screen and observation panel is of course one of the most striking features of the car. It impresses us as being a practical idea which might well be

adapted to ordinary touring-car designs..." With regards the Royal Mail, it is noted in Morris circles that 12 vans were sent to them for use on their rounds. Things must have been tickety boo with the 5cwt van as the GPO ordered a further 30 between both departments and in fact, over the next seven years, over 7000 would be supplied in all their variations, culminating with the rather ungainly 'Hybrid' vans as they are affectionately known, although back then, they were simply called the Minor 35cu ft vans.

These variations appeared toward the latter end of 1934 when the new 918cc Morris Eight

appeared, and were essentially still the previous Minor van including the chassis, dash instrumentation, bonnet and radiator. However, underneath the bodywork was the 918cc side valve engine and three-speed box, and other minor improvements. Later in 1937, they started having 'Easiclean' wheels fitted as had already appeared on the Series II Eight, and the GPO spec bodywork was fitted by several different coachbuilders including Bonallack & Sons, and Duple Bodies & Motors Ltd. By now they really were an oddball commercial, looking rather old and dated but with modern Easiclean wheels (with mudguards only just covering them), taller radiator and bigger headlamps between the mudguards.

When the last batch of vans was distributed in 1940, the modern Series Z van was already out and about, and these eventually took over the role within the GPO.

It's probably fair to say that the Telephone Engineer vans had an easier life than the Royal Mail versions which would have been on the go most of the time in various stop-start situations, and therefore it's these Telephone green and black models that are the ones you are more likely to see at shows.

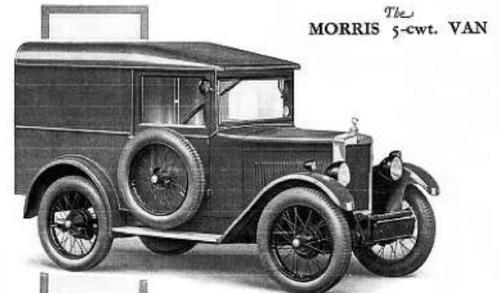
Chris Lambert at the PWMN told me: "Where the vans are concerned, surviving factory-built models are less than perhaps 20 worldwide, and with regards to the Hybrid GPO models, there are maybe the same quantity with under a handful of Royal Mail vans left. Then there are several 'replica' vans and even some converted saloons to create pick-ups."



The sole surviving Fire Tender on display at the NEC in 2013.



A 1932 Post Office Telephone linesman's van. Note the unusual windscreen design.



The MORRIS 5-cwt. VAN

THIS Morris 5-cwt. Van is the most economical light transport vehicle obtainable. Fast, reliable, and with extremely low running costs, this little vehicle is capable of the hardest work and has earned for itself an enviable reputation.

The roomy body is spaciouly constructed and possesses an interior height of 3 ft. 6 in., a width of 3 ft. 4 in., and a length behind the driver's seat of 4 ft. 6 in., giving the useful cubic capacity of 38 cubic feet. Large double doors at the rear ensure ease of loading, and ready access to the driver's seat is provided by a wide door on each side. Adequate interior ventilation is assured by the large single-speed windscreens with top hinged, and double sliding door-windows.

EQUIPMENT: Double sliding windows, split-level windscreen, speedometer, oil pump, two-level petrol tank, automatic carburettor, pressure grease lubricating pump, Lucas battery, filament, lighting system, progressive shock absorbers on all wheels, Lucas-Symon electric horn, six-inch lighting, heating and coil ignition set, and indicator lights, five-lamp equipment, instrument fashions keys, five available wire wheels, five Dunlop standard coil springs, spare wheel carrier, jack, tyre pump, lock holder, and complete kit of tools.

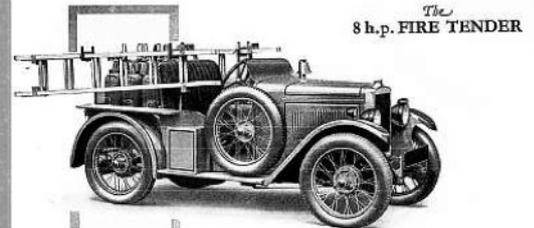


Price . . . £125

CO. GUILDFORD. The Morris 5-cwt. Van is delivered finished in shop grey, with 21-inch safety glass windscreen and door-windows, chromed metal.

Basic VAN CHASSIS (exclusive of tax for 8 h.p. Morris Minor) . . . £160 ex Works.

The van as it appeared in the 1931 Morris brochure.



The 8 h.p. FIRE TENDER

THIS speedy little fire-fighting vehicle is of particular value to large & medium industries and small communities, or as a tender to the most pretentious fire-fighting vehicle. Its high speed, rapid acceleration and exceptional manoeuvrability enable it to reach a source of trouble in the shortest possible time and thus frequently deal with it effectively before it has attained serious proportions.

The body provides accommodation for twelve large chemical fire extinguishers and is equipped with a 25 ft. sectional ladder in four sections of 6 ft. 6 in. Driver and passenger are comfortably seated and special accommodation for first-aid equipment is provided.

EQUIPMENT: Sectional ladder, six extinguishers, oil pump, two-level petrol tank, pressure grease lubricating pump, Lucas battery, progressive shock absorbers on all wheels, Lucas-Symon electric horn, six-inch lighting, heating and coil ignition set, and indicator lights, five-lamp equipment, five detachable wire wheels, five Dunlop standard coil springs, spare wheel carrier, jack, complete kit of tools, jack and tyre pump, box for first-aid equipment, warning bell.



Price . . . £170

(The above for complete set not included in this price)

FINISHES: Varnished carefully hand in black and gold, black upholstery.

Advertising for the 1931 Fire Tender.

FIRE ENGINE

Another conversion I want to briefly look at is the factory fire engine, an example of which – and the sole survivor of about six built – I saw at the NEC classic Motor Show in 2013, owned by Phil Robins of the Morris Register. It formed part of the huge Morris Centenary display which had several Morris commercials representing the 1930s through to the 1960s.

This factory appliance was built in limited numbers and supplied to several factories, small communities or anywhere that a small fire tender could be on the scene in minutes. In fact, one went to Maharat Rana Bahadure for his palace in India, such was their suitable size and speed. In the brochure of 1931, it stated: "Its high speed, rapid acceleration and exceptional manoeuvrability enable it to reach a source of trouble in the shortest possible time and thus frequently deal with it effectively before it has attained serious proportions".

And while it was only capable of carrying a driver and possibly a passenger, there were two ladders which gave a good 23ft of access, 12 large chemical fire extinguishers, a first aid kit, axes and more – all squeezed into a pint-pot commercial. There was no windscreen and all were painted in Vermillion with black and gold coach-lines. The price was £170 excluding the extinguishers.

MIDGET GEM

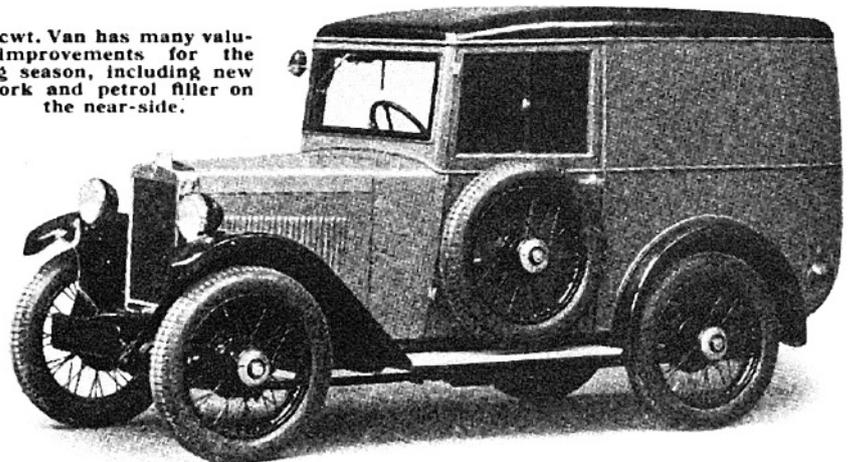
And lastly the 'Morris Minor' sports van. What I hear you ask?

Most of you will know that the very first MG 8/33 Midgets (or the M Type) were, like their modern counterparts, designed to be fun small two-seaters with the name being derived from 'Morris Garages', which was set up by William

Morris as the more sporting arm of his firm. These cars were based on the 1929 Minor saloon with a lengthened and lowered steering column, coupled to a completely new fabric-covered, two-seater body manufactured under contract by Carbodies Ltd of Coventry. Well it seems that the engineers thought they would have a little play around and so created this rather rapid little van, Chris Lambert telling me what little information is known: "The MG van was built in 1930 by the factory to support competition cars at events such as the 1930 Le Mans and 1930 Belgium 24 hour race at Spa. It was also frequently seen at Brooklands and was just a 'one-off special.'" And presumably, like all tasty, unique projects back then, it was dismantled or scrapped. Or could it be hiding in a garage somewhere? Please write in if you have more information.

I would like to thank Chris Lambert from the PreWar Minor Network www.prewarminor.com for huge assistance with preparing this article and supplying most of the images.

The 5-cwt. Van has many valuable improvements for the coming season, including new bodywork and petrol filler on the near-side.



1934 Minor van with 'Eddyfree' body styling.

Basics of... UK vehicle registrations

Vehicle number plates in the UK aren't just a random selection of letters and numbers – they actually mean something if you know what you're looking at.

Words: Stephen Pullen Photography: Bob Tuck/Stephen Pullen



The AEC Monarch carries a WW area identifier for the West Riding of Yorkshire. The Leyland Terrier was originally registered in Lincoln.



After 1983, if you couldn't prove what year your vehicle was made, you'd get a Q plate!

In the early days of the motor vehicle there was no form of register for road vehicles. Owners didn't even need a driving licence. However, all this changed with the introduction of the 1903 Motor Car Act. This Act, which came into force on January 1, 1904, changed everything and required drivers to purchase a driving licence – although there was no driving test – and also to register their vehicles with the local council.

The council would then issue the vehicle with a unique number which had to be displayed. The act also set the minimum age for drivers at 17 for cars (14 for a motorbike) and raised the speed limit to 20mph from 14mph, but we'll leave these things for another time.

Some letter combinations were never issued as they may cause offence. These include JEW, GOD and SOD.

THE FIRST SYSTEM

Until 1932, registration plates used a code of one or two letters followed by a number from 1 to 9999. Whatever letter code was allocated to the local council was based entirely on the population of its area recorded on the 1901 census. Therefore London got A, Lancashire got B and so on, with Somerset gaining the final single letter Y. An extra letter was then added, giving AA to Hampshire, AB to Worcestershire etc. This went all the way through to Rutland, that took FP.

Right, so that's the basis for England and Wales, but three letters, G, S and V, were initially for Scotland only, and I and Z were issued to Ireland.

Under this early system, if a council ran out of numbers it could take any two digit code that hadn't already been used, so London for example chose to take many that started with an L.



Only vehicles manufactured (not registered) before January 1, 1973, can legally use black and silver plates. See DVLA guidance ref V796.



This Mini van carries the Gloucester identifier of DD. As the letters are after the numbers it shows it was registered between April 1961 and July 1962.

MORE CAPACITY

By 1932 the available combinations of letters and numbers were running out – it was time for a change. The answer was to add a ‘serial letter’ before the two letter area code and then to reduce the numbers down to three.

The first area to use the new system was Staffordshire, which issued ARF 1 in July 1932.

So under this new system, the serial letter A would be issued to the first 999 vehicles, B to the next 999 and so on. Yet again I and Z were just for Ireland and Q was now only for temporary imports.

This certainly gave far more combinations but by the 1950s some areas were, once again, running out of numbers. The answer was to put the numbers in front of the letters, and yet again Staffordshire was the first to have to do this

DATE INDICATION

In 1962 it was decided to add a letter to the registration plate to indicate the year. This system came in on January 1, 1963, but it was not compulsory for local authorities to use it until 1965. The first didn’t get used until February 1963, when AHX 1A was issued by Middlesex.

This new system certainly made life far easier for people to identify the year of a vehicle, but it did cause an unforeseen problem for the motor trade, as it created a massive peak in sales when the new letter was issued while virtually wiping out all new vehicle sales at other times of the year. In order to stabilise things, it was decided to move the date letter change to August 1, with the first to use this new date being F in 1967. How this was supposed to help is beyond me. As somebody who spent many years in the motor trade, I can confirm that the run-up to August was always stressful due to workload. Still, it was certainly nicer doing a pre-delivery inspection in summer than winter!

This system ran until 1983 when the number and letter sequences were reversed, with an A prefix being issued on August 1 of that year. It’s interesting to note that vehicle numbers available only went from 21 to 999, as the numbers 1 to 20 were to be offered for sale. So typical of the 1980s... Another change in 1983 was the addition of a Q prefix issued to kit cars, imports, ex-military vehicles etc. where the vehicle’s manufacturing date could not be identified and so was ‘questionable’.

GOVERNMENT DEPARTMENTS

In 1974, responsibility for the registration of vehicles passed to the DVLA that managed it through local registration offices. More importantly though, some area letter codes were reissued to other areas. These local offices continued until 2013.

The system introduced in 1983 carried on until 2001, although the issue dates did change to twice a year in 1999, with T running from March 1, 1999, and V running for six months from September 1, 1999 etc.

The current system of a two letter area code, a two digit date code and three random letters came into force in 2001. Again, some area codes were reallocated to different places.

In recent years, the use of false number plates became a problem, particularly in areas with ‘Automatic Number Plate Recognition’ issuing fees for using town centres etc. This has resulted in a law coming into force that allows only approved suppliers to make and sell number plates.

Finally, here is a thought to ponder. There are now laws covering the letter sizes that can be used on a plate. Incorrect spacing, for example, could result in a fine.

However, you can buy a plate from the Government that spells a word if you space the letters differently. Strange...

If a historic vehicle has had its registration deleted from the DVLA computer and the owner cannot prove what it was, an ‘age related’ plate may be issued. The area code etc. will not then apply.



This 2000-registered Scania carries a CT for Lincoln. However, since 2001 CT has been reissued to Swansea. PHOTO STEPHEN PULLEN.

P PRESTON PERSEVERANCE

When you're a dyed in the wool Atkinson enthusiast nothing will stop you putting one back on the road – regardless of how much aggravation you encounter.

Words: Dave Bowers **Photography:** Dave Bowers/Paul Morris

When Paul Morris was partway through the rebuild of his Mark 1 Atkinson Silver Knight, he came across something which seriously threatened the viability of the whole project. In his own words: “After removing the outer glass fibre panels, I found that the wooden internal framework had turned to ‘mush’ and gone all spongy. In fact they were in such bad condition none of the pieces could even be used as patterns.”

So, with this ex-Northern Ireland Trailers Ltd Atki now reduced to so many bits and pieces, what was he to do now? There was an

obvious solution Paul would have done a lot to avoid: dismantling the cab of another Mark 1 which had owned. Not an easy choice to make, but there was no alternative if he was to restore the lorry within a reasonable time. And at least the other Mark 1, which is now in chassis form, does in fact have a good chance of being restored in the hands of another Atkinson fan.

So why was this Atkinson so important to Paul? Firstly, Paul lives in the Preston area at Tarleton, not far from the Walton-le-Dale factory where the lorry was made. In fact it was this local connection that first attracted

him to the make, and regular readers will no doubt recall the Mk2 which he uses everyday as a mobile sandblasting plant, being featured in the May 2013 edition of *HC*. On a more personal note, Paul also once drove an Atki for the family firm, R W Morris of Tarleton. And further reinforcing the local connection, this Mark 1 served for all its known working life with Northern Ireland Trailers at Preston docks. This firm later became part of Pandoro following amalgamation as Ferrymasters (Ireland Limited), which subsequently resulted in a transfer of the vehicle to nearby Fleetwood docks.





Paul working on the Gardner 180.



The start of the project. The lorry ended up as a dockyard maintenance van for NIT's successor companies.

ACQUIRING THE ATKI

Paul described how he came across the lorry which had been rescued by a former employee of Northern Ireland Trailers: "I was sandblasting a lorry in preparation for a respray at Turner's of Much Hoole, so when I heard about the Atkinson, which was close by, I went and took a look. I wasn't all that impressed at first, but then I learnt that this lorry was owned by Dave Rimmer, who was the fleet engineer at Northern Ireland Trailers at one time, and I became more aware of the truck's history. Originally used for shunting trailers, it had been last used as a mobile workshop around the docks. For this use the fifth wheel had been removed and a purpose-built box body fitted. I was also impressed to find the original decals and lettering of Northern Ireland Trailers were still there under several coats of blue paint from the days when it worked in Pandoro livery."

"the original steel floor was so full of holes it could have been mistaken for a man-trap, so it was replaced with sheet steel"

Trading as Northern Ireland Trailers Limited of 121 Limestone Road, Belfast, with the company logo 'The Safe Way Across' defining its role in the transport of goods to and from Ireland, this firm was once a key player in the North West. It had a close association with the Atkinson firm, with some Northern Ireland company lorries assisting in the road testing of vehicles and trailers.

Taking a look at the odometer provided Paul with another reason to take a shine to this wagon, as this showed a recorded figure of just 46,000 miles. This figure was backed up by a second mileage counter mounted on the nearside front wheel hub. So as to be expected, the Gardner 150 engine, David Brown six-speed gearbox, and the Kirkstall axles haven't thrown up any issues, with oil and filter changes being the only items of expense.

In addition to the wooden cab frame, Paul also substituted both cab doors off the donor cab, together with the roof section and the instrument panel. All the exterior panels with the remains of the original Northern Ireland Trailers livery were then transferred over. However, the original steel floor was so full of holes it could have been mistaken for a man-trap, so it was replaced with sheet steel. After Paul had re-sprayed the cab, all the original seats and other fittings were refitted, which were all in good condition. Paul also salvaged the wiring loom from the donor, which proved to be in better condition than the original.



Paul and his daughter Rose with the latest Atki.



The recently acquired BTC four-in-line trailer is to be re-sprayed in NIT Ltd colours.



Only the basics in here!



A very rare find – the Atkinson is very low mileage and spent all its working life with Northern Ireland Trailers.

LITTLE USE – BUT LOTS OF WORK

“This wagon had been used as a shunter at Preston docks,” said Paul. “This explains the low mileage. It was, however, registered in Northern Ireland, as indicated by the type of letters used on the number plate. It was also used for taking trailers to be MoT’d, but only maybe four or five local trips a day, until it was retired in the 1970s.”

To overhaul the brakes Paul stripped and cleaned the drums as well as making repairs to the air pipes. However, the linings and drums were found to be still fit for immediate reuse. A set of two new kingpins, supplied free by Graeme Turner, was all that was needed to refurbish the front axle.



A rare lorry restored to original condition.



After freeing off the engine, the clutch was found to be in perfect working condition, so Paul could then press ahead with the finishing touches that will strike a chord with many who will recall seeing this lorry at work in the Preston or Fleetwood docks. “Although some of

the lettering was still visible, I also looked up the design of the company’s livery on the internet. They originally used decals for the firm’s logo, which was then protected with coats of varnish, but as this was a one-off job I used a signwriter to replicate the originals, John Pollitt from

Southport, who made a really good job.

Paul then made a new protective grille for the radiator, and arranged for the big ‘A’ Atkinson badge to be re-chromed, together with the cap that covers the starting handle hole.

Since completing the refurbishment of this scarce to find Mark 1 Silver Knight, Paul has managed to procure a suitable trailer of the same period. This is a BTC with four-in-line wheels, and came from the William Hunter collection, that’s also in the Preston area. Instead of the trailer, which is to be repainted in Northern Ireland Trailers livery to match the tractor unit, an alternative would have been to restore the lorry to its former role as a maintenance van by refitting the short 8ft long alloy box body. This isn’t in bad condition and wouldn’t require too much work.

Paul’s comments on the Mark 1 suggest that it was very much a truck of its day. For example, the fact that someone may have had to climb in and out of the cab several times a day seems to have been hardly worthy of consideration by the lorry’s designers. “There’s not as much room in the cab as my Mark 2 Atkie, and this makes it difficult to get in and out, particularly as one of my feet always seems to get ‘wrapped’ around the handbrake lever. So although I take my Mark 2 many miles to sandblasting jobs up and down the north-west, I wouldn’t want to drive this Mark 1 all day. There’s also a big difference in the power available, as the Mark 1 has the 150 Gardner, and my Mark 2 is fitted with a 180 Gardner.”



Paul uses this Mk2 to haul his mobile sandblasting plant. It was featured in *HC* back in May 2013.



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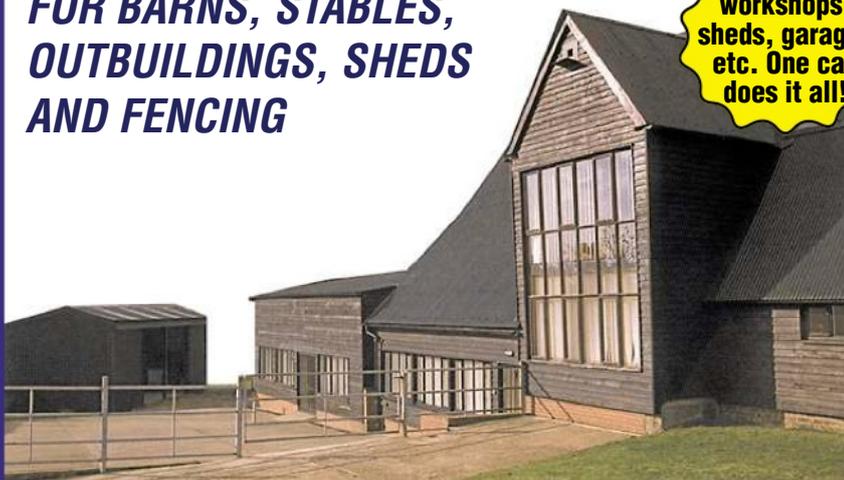
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THE FIRE WARDENS OF OLD WARDEN

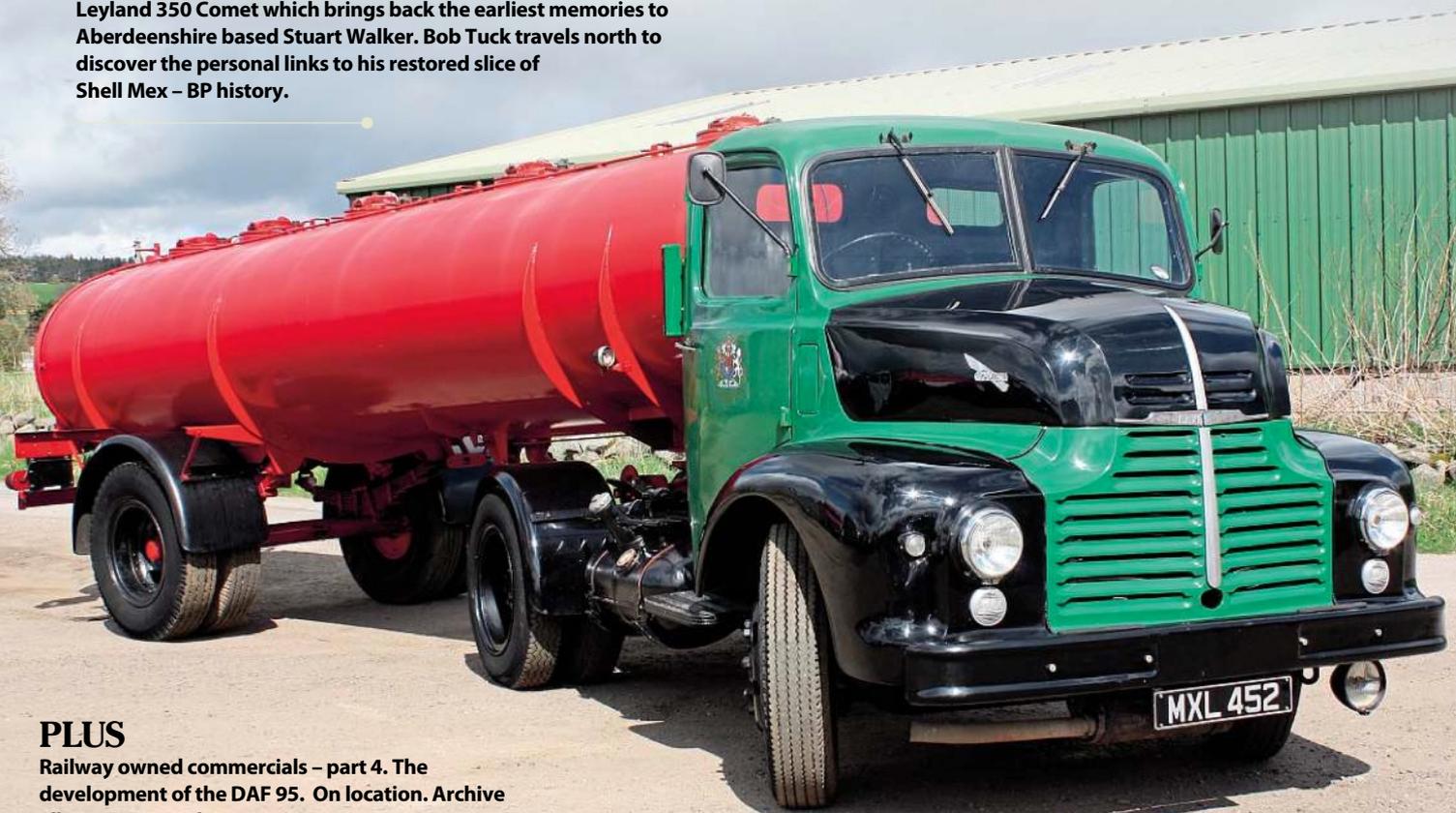
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WHISTLE WHILE YOU WORK

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OUT OF THE ASHES

You can't keep a good truck down, especially if you have Max Ward's ability to breathe fresh life into the battered remains of one very special Scammell S24. Bob Tuck catches up with the Ward brothers of County Durham to see and – fleetingly drive – a great old friend.



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1963, SWB drop tipper, 5.7L diesel, ENV 5 speed, l/h/d, excellent cab and chassis, 7 9.00 x 20 good tyres, engine problem, for spare or repair. Offers Tel. 00 33 953 055678. *France* philippe.mathurin@free.fr

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. *tonyjbatchelor@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*

DAF 85 TIPPER



brand new, Limited Edition Hanson tipper, lovely model, all boxed, £45 plus p&p Tel. 07904 612841. *Kent*

DENNIS DOMINANT



1974, Perkins 6.354, Eaton gearbox and 2speed 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*

DODGE



1983 16-ton, 25ft flat Perkins 6.354T, 6-sp, new radiator, new clutch, r/brake rel ine, injector pump overhaul, exhaust system, great runner, test expired Aug 13, POA Tel. 07727 181949. *Tayside*

DODGE W200 PICK-UP



1972, long MoT, Perkins 6/354 5-speed, 4x4, freewheel hubs, winch, too much to list, r/h/d, runs great, **£3850**
 Tel. Dave 0115 8494605 for info..
 Derbys

ERF



Multi award winning, immac, new ash framed cab, completely restored, all correct instruments, unmarked paintwork and gold leaf lettering, running on 1000 x 20 tyres,
 Tel. 07768 808093. Cumbria

ERF 8-WHEELER GARDNER



1968, 180 engine, p/s, rear mounted crane, tax & MoT exempt.
 Tel. 077100 77128. Northants

ERF B SERIES



X, with 14 ltr 240 Cummins turbo, non runner, spares, repair or restoration, offers; also 5 cyl Gardner engine/generator, starts and runs,
£1500 ono
 Tel. Stewart 09796 313004. W Yorks

ERF B SERIES



1977, 6x4 Wrecker hydraulic jib, A-frame, lots of new parts, ready to work all day, **£7000**
 Tel. 07961 562873.

FODEN O/G



1954, rebuilt 2007, only done 2000 miles since, rebuilt Gardner 4LK engine, David Brown gearbox, orig build sheet, buff log book, orig reg no, **£13,000 ono**; may p/x vintage car or bike. Tel. 01246 811821. Notts

FODEN S20 TIPPER



1959, Gardner 180 engine, 12 speed gearbox, **£19,000**
 Tel. 07712 808252. 07712 808252

FODEN S80



S reg, 1978, starts and runs well, box body, 12-speed gearbox, stored for 8 years, x Showmans, tidy condition, reasonably priced to sell, space needed, **£2500 ono**
 Tel. 07799 807436. Surrey

FORD CARGO 0813



1988, E reg, 91,000km, 12 months HGV test, six months tax, one owner, **£3000 Open to offers**
 Tel. Paul 07722 205550; Callum 07716 459756. Yorks

FORD CARGO TIPPER



B reg, good driver, all in good working order, cab in good condition, **£900 ono**
 Tel. 07548 983430. Surrey

FORD THAMES TRADER 5



1960, diesel flatbed, runs well, good around condition, ex-Switzerland, **£3900**
 Tel. 32 (0)475 413912. Leics

FORD W 9000



Cabover 1976, 14 ltr Cummins Eaton 9 speed, year's MoT, 6 months' tax, ready for work or play, **£15,000**
 Tel. 07833 565278. Norfolk

FRUEHAUF LOW LOADER



1972 crane, 20ft bed, 20 ton low loader, lone neck and tackle boxes, hydraulic jacking and winch, MoT'd till April 2015, POA
 Tel. Allan 01582 840200; 07932 546391. Herts

INTERNATIONAL D30



1939 flatbed truck, very rare, British from new, r/h/d, 6 cyl flathead side valve, 19k miles believed correct, Trilux wheels, known history, drives beautifully. POA
 Tel. 07818 680988 for pics. Worcs

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

LAMBOURN 6 HUNTER HORSEBOX



1979, 69k, Ford chassis and mechanics, D series, 5.6 TD, 5 sp PAS, side and rear loading doors, external tack lockers, excellent project, HGV class. Offers. Tel. 07967 945320; 01873 830909. Gwent

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 REDLINE TERRIER



Horse box 1983, chassis, engine mechanicals goods, horse box corroded, 2 mtgs MoT, ideal project repair to box or quality spares, **£1000**
 Tel. 07802 709705. Kent

LEYLAND SHERPA



1981, motor home, MoT Jun 14, basic interior, good overall condition but needs some electrical work (switches sorting) and new speedo head, Sorned, **£1150 ono**
 Tel. 07908 917847. Devon

LEYLAND ROAD RUNNER



Spares or repairs, on Sorn, **£650**
 Tel. 01492 518152. N Wales

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

LOW LOADER



single axle knock-out new trailer, recent overhaul, new tyres, very good condition, suitable for one engine, **£2700 obo**
 Tel. 07840 110709. N Yorks

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

MAZDA E2200



diesel, rare side window type, Y reg, MoT November 2014, very well maintained and reliable, make ideal camper, **£1750**
 Tel. 01978 758551 after 6pm. Chwyd

MORRIS COMMERCIAL



MRA 1, ex army, 1952 diesel, 4x4d drop side truck, historic tax, MoT exempted, can be driven on car driving licence, useful drop side British vintage vehicle, **£3850**
 Tel. 07796 211086. Kent

MORRIS COMMERCIAL FE



5 ton flatbed with chains for milk churns, 1956, orig reg no, spare wheel and carrier, two additional wheels and tyres, exc cond, completely restored 15 years ago, garaged since, **£7500**
 Tel. 07836 590455. Surrey

NISSAN PICKUP D22



24,500 miles, good tyres, winch, ramps, towbar. **£3300 ono**
 Tel. 01246 235672. Derbyshire

RENAULT MAGNUM



520, V8, Mack boosted to 750hp for truck pulling, easy detuned, on Desert tyres, 2006, UK Champion truck, Puller unbeaten since **£7500 plus VAT**
 Tel. 01651 806306. Aberdeenshire

SCAMMELL EXPLORER



1950, with Leyland 600 Powerplus engine, usual crane and winch, all working, restored into show land livery, **£9500**
 Tel. 07771 574584. North Yorkshire

SCAMMELL HIGHWAYMAN



Highwayman, 1956, crow carrying engine, barking gardener engine, in excellent condition, runs and drives perfect, POA
 Tel. 07548 983430.

SCAMMELL T45 ROADTRAIN



1987, badged, t&t, upgraded Cummins 14 ltr Big Cam, Eaton Twin split gearbox, Kirkstall r/axle and an Interstate cab, stripped down to chassis and grit blasted, **£8500**
Tel. 07860 789433. *Lancs*

SCANIA TRACTOR UNIT



1987, 92m, taxation class PLG, excellent condition, new tyres, recent respray, very clean and tidy, ready to go to work or show, **£6500**
Tel. 07860 655984. *S Lincs*

SEDDON 411



D reg, ex military 290 rolls, 9 speed box, t&t, new batteries, very good tyres, drives superb, cab very solid,
Tel. 07931 654036. *Gtr Man*

SEDDON ATKINSON



1989 Strato. Showmans Special vehicle, tail lift, self-locking coupling, good condition, was overalred in 2012, last 7 years used 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*

SEDDON LOW LOADER



Wynns, low loader, excellent condition, no box, approx 18" long, load not included, **£60 plus p&p**
Tel. 07944 285293. *Kent*

SHOWMANS ERF



B series, Gardener engine, custom built body, MoT exempt, tax exempt, very good condition inside and out, **£2800** ono
Tel. 07796 523242. *Hants*

SHOWMAN'S LIVING WAGON



1950s, 20ft, all original fittings inside, kitchen, lounge with fireplace and spacious sitting area, **£15,000** buyer collects
Tel. 01425 839844. *Hants*

STEWART TRUCK



1935, Norway, Tonsberg, vg object for restoring, stored inside last 33 yrs, all parts from cowl and forward incl, head lamps, engine runs nice, assist in transporting to port [Larvik], **£1500**
Tel. -97434077. *Norway*

TANKER



1982, steel rubber lined R.O.R axles, 11.225 wheels, needs restoring, **£1500**
Tel. 07932 526919. *E Yorks*

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 tl.mary@xtra.co.nz

VOLKSWAGEN LT35D



Lambourn horse box, 1984, 2 horse capacity, rear and side loading and groom door, aluminium box with f/glass roof with brown/cream cab, good order, needs attention, **Offers**
07967 945320; 01873 830909. *Gwent*

VOLVO F10



and accommodation trailer bunks, leather suite, 3m fitted kitchen, c/h, shower, flushing toilet, generator, night heater, tax, **Offers**
Tel. 07770 723502. *Sutherland*

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*

AUTOMATIC TOWING HITCH



will fit chassis width 32", will replace back crossmember maker Johann Rockinger, Germany, towing capacity 14 tons, **£50**
Tel. 01663 743647. *Derbys*

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*

BATTERY ISOLATOR SWITCH



CAV heavy duty (Master Switch) off Leyland Leopard, **£45**
Tel. 01697 342744. *Cumbria*

BEDFORD REAR AXLE



Bedford 'O' type rear axle, in working condition, **£200**
Tel. 07790 339448. *Lancs*

BEDFORD YRQ/YRT



new/old stock, Eaton remote gearbox top (reversible) fits other gearboxes, £40; diesel fuel gauge tank unit P/N 7974408, still boxed, £15.
Tel. 01202 743006; 077020 61102. *Dorset*

BUTEC REVERSE POLARITY



relay and voltage clipper, 24v off Leyland Leopard, **£35**
Tel. 01697 342744. *Cumbria*

BUTEC VOLTAGE REGULATOR



off Leyland Leopard coach, **£35**
Tel. 01697 342744. *Cumbria*

CAST IRON SAW BENCH



Made by Dennings of Chard, with 30" T.C.T, blade c/w hardly used flat belt, approximately 30ft long, palletted, **£800** ovno
Tel. Eve 01364 644662 (6ish). *Devon*

DIESEL INJECTOR PUMP



Foden 4 cylinder, 2 stroke, good working order, **£250**
Tel. Derrick on 07401 222242. *W Yorks*

FOUR 40 X 8 TYRES



been dry stored for a number of years, **Offers**
Tel. 01278 783308. *Somerset*

FOUR WHEEL TRAILER



Good condition, collect from Lincoln area. **£600**
Tel. Oliver 01522 538692 or eves 07783 925163. *Lincs*

HIGH HOLBORN LATHE



George Adams, 33" bed, 3 1/2" throw, 27 collets, 3 jaw chuck, **£110**
Tel. 01245 261176. *Essex*

LEYLAND SPANNER



Whitworth, excellent condition, **£25 plus p&p**
Tel. 01225 765548. *Wilts*

LOW LOADER TRAILER



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

LUCAS VS107



7" headlamp, with unusual quick release fitting, (detachable), unused but chrome rim pitted, **£45**
Tel. 01267 275470. *Dyfed*

MANZEL LUBRICATOR



Single feed lubricator, class: DA, excellent condition, fully overhauled, ready to use, **£450**
Tel. 07933 131922. *Hants*

MELROE BOBCAT 444



4 new clutches, new tyres, rewired, starter and dynamo reconditioned, all ready to be put to work, **£3500 ono**
 Tel. 01675 481649. *Warks*

MORRIS COMMERCIAL



C type engine, 3519cc, 4 cylinder side valve, complete rebuild and can be seen running.
 Tel. 07837 633009 for details.. *Hants*

POLE LATHE



Made of elm, complete with sand, good working order and condition, **£80**
 Tel. 01665 711137. *Northumberland*

POWER DRILL



floor standing, with digital depth gauge and compound table, **£350**
 Tel. 01780 757693. *Lincs*

PRESSURE GAUGE



4" dia Wallis & Steevens, very good condition, been re-calibrated, **£400**
 Tel. 07933 131922. *Hants*

PETTER TYPE PAZI



Petter diesel engine, good condition, working and operator's handbook. **£150**
 Tel. 07930 829764. *Essex*

SNAP-ON TOOL BOXES



10 drawer toolbox c/w locking key, snap-on toolbox with 7 drawers, c/w locking key, mounted on 4 castors, buyer collects. **£250**
 Tel. 01544 387552. *Herefordshire*

TURNER WINCH



for sale.
 Tel. 07815 314786. *W Yorks*

TRAILER



8ft x 4ft, drop tailboard, water, coal, cart, suitable for steam engine, vgc.
 Tel. 01553 636508 after 6pm. *Norfolk*

TWO PUSH-PULL BARS



35 ton, **£70 each ono**
 Tel. 01740 622137; 07966 486023. *Durham*

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**

VBO 200



tow hitch, good working condition, **£150**
 Tel. 07964 156594. *W Yorks*

VINTAGE LISTERS



27hp, 3 cyl, only 344 hrs, original paint, £3500 ono; 18hp 2 cyl, recent top overhaul, new injectors, £2500 ono; both can be seen running.
 Tel. 01364 644662 eves (Gish). *Devon*

WHEELNUTS



old style coned type, 5 right hand thread, 9 left hand, some new, unused, **£15 plus p&p**
 Tel. 01697 342744. *Cumbria*

ZENITH CARB



Type 36 VEA, F 1/2, 1/2, 1 3/8" bore solid brass, ex float chamber, no wear, in spindle, £25 + pair; gen old chrome on brass headlight surrounds, 7 3/8, 1/D, 10 1/4" O/D, screws perfect, **£20 pair**
 01202 243006; 0770 2061102. *Dorset*

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*

REAR BACK PLATE



L/h/s plate for 1970 Bedford TK EUN 3B (10 ton), outer dia 385 mm, brake cylinder position at 12 o'clock position, also other parts interest.
 Tel. +358-50-5277822

WANTED: 24" WHEELS



rims with tyre locking rings and 2 scallops.
 Tel. 00 314 55320246. *Holland*
 jeanpiere@gmail.com

3 MOBILITY SCOOTER



chassis ideal for miniature wagons, 3" scale,
 Tel. 01234 266761 for details. *Beas*

ANTIQUE GYPSY CARAVAN



living van, beautiful, very ornate, interior unfinished, make great project, ideal for shows or as holiday let/summer house. Offers around **£4000**
 Tel. 01758 780215.
Aberdaron, Gwynedd

BEDFORD SERVICE MANUALS



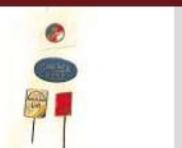
for trucks & coaches, 1973, consists elec equipment & instruments, transmission and r/axle, gasoline & diesel engines. supplement for turbo charged engine. Offers
 Tel. 01732 461504. *Kent*

BRITISH ARMY



Thermal ultra h/duty plastic tarpaulin 12 kg, 11 metres x 3.5 metres with eyelets every 50cm, **£38 inc postage or £30 collected**
 Tel. 07780 921264. *Norfolk*
 egghemmings@yahoo.com

LAPEL BADGES



Magirus Deutz, £20; Les Routier, £20; Gardner 6LXB, £12; Man. **£7 all inc p&p**
 Tel. 07875 308302. *Atherstone*

MICHELIN MAN



original cast iron, approx 22" tall, very heavy, vgc, **£295 Offers considered**
 Tel. 07870 271584. *Surrey*

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*

BEDFORD PULLMORE



Superb nineteen fifties car transporter, **£95 inc post**
 Tel. 01829 733969. *Cheshire*

CAT D8R



Bulldozer, make a nice load for a model low loader, excellent condition, not boxed, **£40 plus p&p**
 Tel. 07904 612841. *Kent*

CORGI DINKY TOYS



Box of toys etc, **£95 plus p&p**
 Tel. 01303 862494 eves. *Kent*

CORGI MERCEDES



Howe Brick lorry, very good condition, no box, **£40 plus p&p**
 Tel. 07944 285293. *Kent*

CORGI MODEL HAULIERS



of renown 1-50 scale Mercedes-Benz, Actros Rawlings transport plus four others, **£35 each plus p&p**
Tel. 07786 385415. Cheshire

CORGI TOY



for sale, Daf R Swain, mint, boxed, **£35 plus p&p**
Tel. 01303 862494 eves. Kent

DINKY AEC MONARCH



1949, Shell tanker, **£95 inc post**
Tel. 01829 733969. Cheshire

DINKY ALBION CHIEFTAIN



A superb 1960 cement mixer wagon, drum rotates, **£95 inc p&p**
Tel. 01829 733969. Cheshire

DINKY GUY



Lyons cakes, 1950, rare, **£150**
Tel. 01829 733969. Cheshire

DINKY MIGHTY ANTAR



Lowloader with Chieftain tank, good condition, 1960s model, **£45 plus p&p**
Tel. 07904 612841. Kent

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 0798 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

SHACKLETON FODEN FG



Model lorry with drag, c/w spanner, clockwork key and instruction book, all in original box, **Offers**
Tel. 07287 872887. Dyfed

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 FH16



Low loader with Komatsu PC 1100, as load, not boxed, excellent condition, **£60 plus p&p**
Tel. 07904 612841. Kent

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

For Sale

ALBION LK3S One of only two known in existence, three parts restored. Tel. 01273 835385 for more info. W Sussex.

ALUMINIUM TIPPING TRAILER 1974, donkey engine, aluminium fridge trailer, 1974, both in good working order, roll over sheet, complete for tipper body. Tel. 07768 276115. Kent.

ATKINSON SILVER NIGHT 1963 tractor unit, in need of complete restoration. Gardner 150 engine, many new parts to be included. Tel. 0792 6030252. Beds.

BEDFORD HUNT BOX 1964, on Bedford SB3 coach chassis, stalled for four horses and rear compartment for a pack of hounds. Petrol engine, 2 speed rear axle, 21,092 miles, plated weight: 7380 kgs, V5C reg doc, engine free, partially dismantled to repair manifolds fit core plugs etc and service auxiliaries, good spare set of 6 wheels with Michelin XZY tyres available, non runner, for restoration. Offers Tel. 01899 220566 if seriously interested.

BEDFORD LORRY TK466 1968, refrigeration box with Villiers, complete but last driven 20 years ago, stood since, cab corroded, best offer. Tel. 07753 931874. West Yorks.

BEDFORD LRC FN13115 Recovery, 3 ton crane, 7 ton winch, one of 11 made for AFS, orig reg no, £2500 ono. Tel. 01994 484521. Carns.

BEDFORD TK1930 1979, rare 10_13T model, downrated to 7.5T, lots of history, loving restoration over 12 years, 5 speed and PAS, 6 months' tax and plate, perfect runner, will re-test if required, any inspection, £5850. Tel. 07971 250894 for details and pics. Stoke. Tan0207@aol.com

BRISTOL EIGHT-WHEELER LORRY 1957 and Dyson four-wheel trailer both in need of completion. Sensible offers please. Tel. 01842 810778. Bristol.

F10 UNIT 1982, new front brakes, clutch & front tyres, 32T gross, 1983 Transquip low-loader trailer, 32T gross, new bed, elec winch, re-lined brakes, tubeless tyres plus two spares, diesel power pack, both vgc - MoT Nov 14. Images available. Tel. 07860 733340. Surrey.

FODEN S80/83 Lucas FP1100 headlamps. Tel. 01643 862110. Somerset.

FWLER TRACTION ENGINE 8 NHP, single cylinder on new rubbers, many new parts, too much work done to list, genuine reason for sale, call for more info. Tel. 07522 905414; 01303 812293. Kent.

LANDROVER DEFENDER 110 1993, soft top, FFR, ex Mod, 17km, MoT March 2015, 2002, £3500 ono Tel. 01994 484521. Carmarthen.

LANDROVER SERIES 2A long wheel base, hard top, no side wheels, no dents round head rivets, £200; offers. Tel. 01474 834272. Kent.

LEYLAND BISON 1971 Leyland Bison, fixed head, 500 engine, good starter, 5-speed gearbox, lots of spares, POA. 07710 556194. Denbighshire.

SCAMMELL HIGHWAYMAN ballast tractor, 1966 ex-Pickfords, fully restored and in full working order, ballasted with genuine Scammell weights, high speed axle, all in A1 condition, POA. Tel. 07860 959878. Bucks.

SKODA CADDY PICK-UP 2000, full 12 months test, good runner, £1275; Bedford Weston tipping ram, suitable "O" M, £75. 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 OR M LORRY 20" wheels, x 2, sound, £20; also quantity Bedford TA plus TJ Workshop books, excellent condition, £20. Tel. 01600 714751 (eves best). Monmouthshire.

BEDFORD K-TYPE Complet front axle, £80 Tel. 07930 829764. Essex.

BEDFORD S TYPE Spares, door, f/wings, hubs, springs, new starter motor, water pump for 300 diesel, plus other spares. Offers Tel. 07598 308606. Cambs.

BOX SPANNER for York/crane axles, also r/axle, hub spanner for Bedford TK, £5. Tel. 01945 587978. Cambs.

BREAKING FOR SPARES Volvo F7 tractor and F7 l-ride 6 wheeler, many parts available inc day cab axles, diffs, gearbox parts, rear suspension parts (beams and brackets etc). Tel. 07836 743107 for details. Lancs.

CREW CAB SECTION panel from Ford Transit separates rear from front, genuine Ford part, £75 ono. Tel. 07983 243110; 0114 2694426. Derbys.

COMMER/DODGE 'C' and others, rear engine mountings, Rotes part no W43608, chrysler part no 3052277, Metalastic part no 614836 17/276, £20 plus p&p each. Tel. 01939 250670. Shrops.

DRAPER 10" circular saw bench, on stand, £60 ono Tel. 01832 734115. Northants.

FODEN CASTINGS 3" plus drawings for more details please phone. Tel. 01179 772188. Bristol.

LEYLAND ERGOMATIC steering wheel centre, £20; Leyland diesel grille badge, £50, both unused. AEC lapel badge, £12; CAV 40amp ammeter, £20; all item plus p&p. Tel. 02380 736698. Hants.

FORD/JAGUAR Mondeo/Transit, X Type 2L diesel, 4 x injectors with seals, pipes, rails and switch, part no EJD R00101Z, with invoice, used 700 miles, £225 plus p&p; For Focus 081 pair headlights, £45; front grille, £15 plus p&p; Ford Mondeo 2003/Zenon x 2 headlights, £65 plus p&p. Tel. 07930 236026. Essex.

FRIEDMAN & MAIER (F&M) fuel pump off Leyland 680 engine reconditioned, £75 Tel. 01697 342744. Cumbria.

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.

PLASTIC DODGEM TILT 64ft x 40ft, two 110v DC 3hp electric motors, twin cylinder Petter 110v DC generator. Tel. 01326 240830. Cornwall.

SEDDON ATKINSON PARTS and Workshop Folder Manuals, 301 Workshop Tractor, Engine Parts IH358 x2, Parts Book 200 Rigid, Workshop 200, Parts Book 400 Tractor, Parts 201, Parts 200 16 ton, Workshop Strato 4x2 Unit, Workshop 201 Rigid 4x2, Workshop 311 unit, £60 buyer collects (very heavy) Tel. 07784 373469. Suffolk.

THREE SEATS with seat belts, suitable for mounting in trailer for road runs, £75 ono Tel. 07983 243110. Derbys.

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Miscellaneous

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HERITAGE COMMERCIALS MAGAZINES 2006/2014, 27 total, buyer to collect, make an offer. Tel. 07544 652615. Cambs.

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LARGE COLLECTION of workshop manuals and parts, catalogues, cars, commercials, also 900x20 and 36x8 tyres for sale. Tel. 07973 251997. Staffs.

FIRST EDITION BOOK 'Harry Potter And The Half Blood Prince', by J K Rowling, - Offers in region of £3000. Tel. 01493 369938. Norfolk

LEYLAND POWERPLUS 1962, workshop manual, EO600, EO680, vgc, £20 Tel. 01524 781841. North Lancs.

LYNDON very large adjustable tap wrench, 3ft 10" overall, runs as new to take 1 1/2 square (tap = to 4" BSP), £40; B.O.C. oxyacetylene welding torch, no. 505, c/w 3 nozzles, two 8" hoses, with flash arrestors, dual pressure regulators for oxygen or acetylene, £40 the lot. Tel. 01484 662491. W Yorks.

MANCHESTER POWER HACKSAW 6" 1-phase, 3 phase, £250; cast iron, 18" cast plate engine, double axle galvanised, winch drop down tailgate, £1250. Tel. 01789 778876. Warks.

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. Oxfordshire.

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Anyway, these were the vehicles produced, together with their part numbers:

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SP 58 001

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SP 6 111

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SP 88 002

Sentinel Steam Wagon. Limited edition of 630.

SP 85 001

1912 Renault van. Limited Edition of 500.

SP 91 008

1930 Foden steam wagon. Limited Edition of 630.

A nice touch is that all the limited edition 'certificates' are actually replicas of Fred's business card. In fact when I first met him back at the Carrington Steam Rally in the mid 1990s, he was actually selling a few of these models himself.

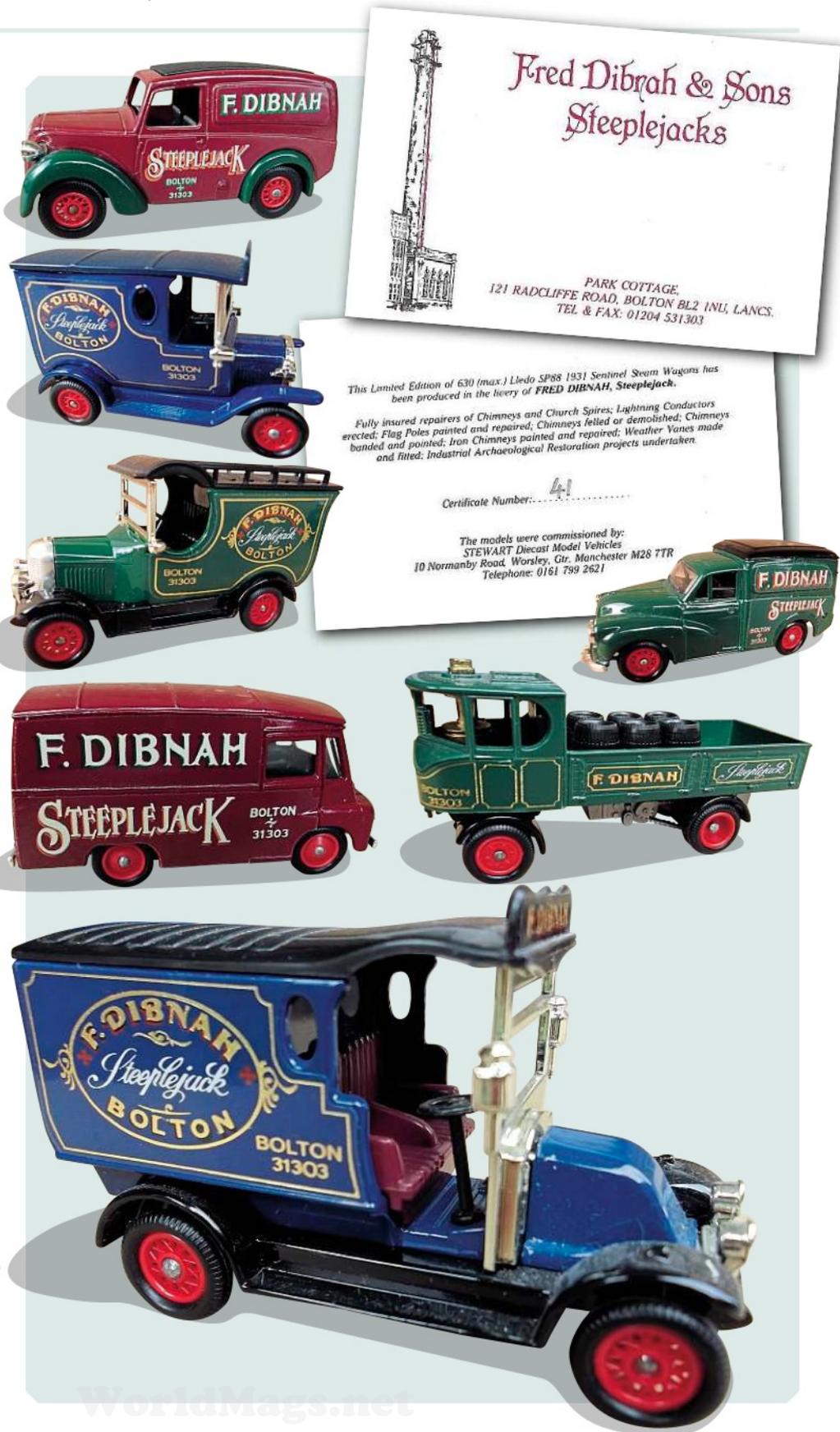
Anyway, you'll really have to search on the likes of eBay to find most of these models, but at the time of writing a couple were still available from the commissioning company.

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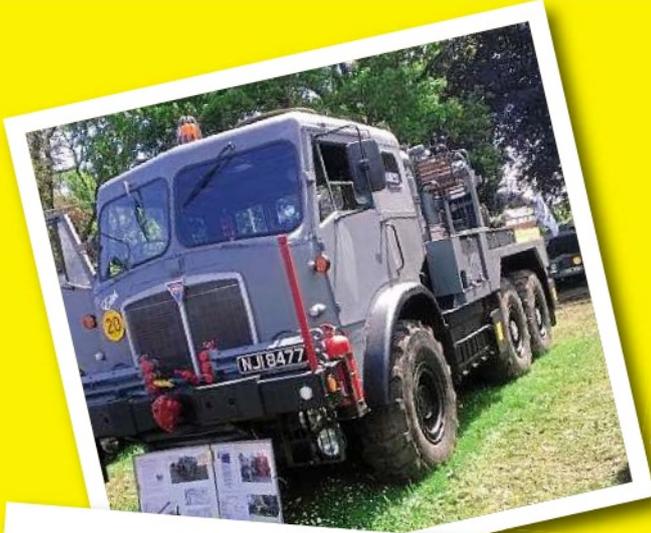
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