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OM46705A Wright Eclipse 2 "National Express Dundee, 28 Douglas via Arbroath Road" **NEW TOOLING** **NEW**£32

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76LAN2005 Land Rover Series II LWB Hard Top Hoveringham **NEW**£4.95

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76LAN2006 Land Rover Series II LWB Station Wagon Post Office Telephones **NEW**£4.95

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76MAR003 Morris Marina Black Tulip **NEW** . .£4.45

NEW



76SHL01CT Scania Highline CombiTrailer & Container "Eddie Stobart" **NEW**£20

NEW



76WM002 Mercedes Ice Cream Dimachios Whitby Mondial **NEW**£5.25

CORGI

Corgi Collectables (1:50 Scale)

NEW



CC15510 Volvo F12 Fridge Trailer "Rea Transport, Ballyclare, Northern Ireland" **NEW**£63

CORGI

Corgi Collectables (1:43 Scale)

NEW



CC56805 Lotus F1 Team, E21, Heikki Kovalainen, Brazilian Grand Prix 2013 **NEW**£27

NEW



VA09011 Rover SD1 3500 Vitesse in Targa red **NEW** £19

NEW



VA11607A Peugeot 309 STYLE white RHD **NEW** £20

NEW



VA11607B Peugeot 309 Chorus white LHD (Fr) **NEW**£20

NEW



VA13601 VW Golf GTI 16v Mk2, James Shead 1988 Dunlop RAC British Touring Car Championship, Class C Champion, 8th overall **NEW**£23

OXFORD

Oxford Diecast (O Gauge (1:43 Scale))

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43FDE011 Ford 400E Van Fordson Tractors **NEW** £11

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Get involved

One of the things I love about this job is rummaging through the archives and finding long lost photos from years ago. Surely there's nothing that can take you back to the good old days as much as an old black and white picture – the memories just come flooding back.

However, what a photo can't do is bring back the sounds and smells from the past. A two-stroke Commer for example – what nowadays sounds anything like that? And what about the smell of an old lorry cooling down after a hard day's work? Of course we haven't lost these things thanks to the army of people out there busy in their sheds and garages restoring old vehicles. They may do this hobby for their own enjoyment, but the fact that they've put an old motor back on the road gives pleasure to hundreds if not

thousands of other people. I know it always brings a smile to my face whenever I see an old vehicle trundling along surrounded by today's faceless 'eurobox' motors.

Anyway, to this end I've decided to try to give owners/restorers (and would-be owners/restorers) a bit of a hand. Firstly, we'll now be including at least one workshop feature per month. In addition, as you'll see in this issue, we're also starting a buyer's guide section. This will feature both heavy and light commercials and will highlight things to look for when inspecting a possible project and also give a bit of a guide price. We'll also be keeping an eye on various auctions to see just what's selling and what's not.

Finally, we'd like to do a few more things and for that we need your help. We often get asked if we can recommend a company that can rebuild an engine, make a bonnet or

whatever. And so we'd like to start an *HC* approved suppliers' list. So next time you get a job done on your old motor, please let us know about how the supplier performed. We'd also like to hear your experiences of the various restoration products currently on the market.

The other thing we'd like to do is increase the number of technical 'how to do it' stories. To do this we'd like to feature specific jobs done by restorers – not complete vehicle rebuilds but smaller jobs. So if you're about to refurbish an injector pump, change a clutch or whatever, and can give us some notice, we may be interested in doing a feature. If you can write it yourself there may even be a few quid in it for you. I look forward to hearing from you.

STEPHEN PULLEN
spullen@mortons.co.uk

Stephen

“If you're about to refurbish an injector pump, change a clutch or whatever, and can give us some notice, we may be interested in doing a feature.”

An old photo can bring back great memories – but it can't bring back the sounds, smells etc. that a restored vehicle can. PHOTO BOB TUCK.



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With the Second World War over, quite a few firms sprang up to dispose of the masses of surplus military equipment.

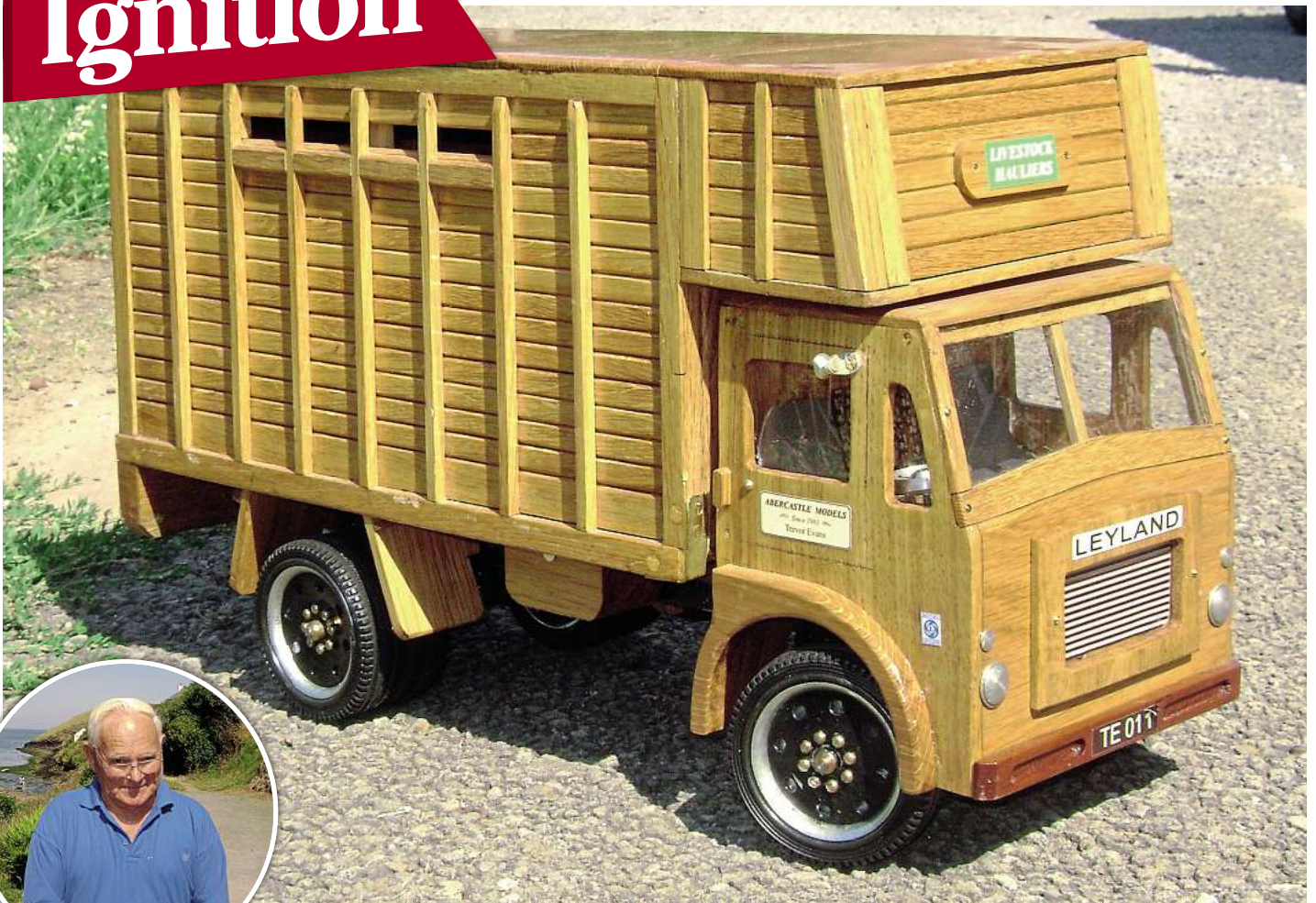
INCORPORATING CLASSIC TRUCK



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



Ignition



Trefor's Trucks!

A life spent working around machinery has left Trefor Evans of Abercastell, Pembrokeshire, with plenty of memories, which he likes to keep alive, writes Jo Roberts. You can't fit a truck into your front room with all the goodwill in the world, but Trefor manages to do almost that by scaling down some of his favourite machines into maybe not bite-sized pieces but certainly table top size. Trefor has been making models for decades now and has always taken them around local shows with his Series 1 Land Rover as transport. Over the years Trefor has made tractors, trucks, traction engines and Land Rover models out of various materials.

The trucks pictured here are all made from scratch, including the chassis and the tyres. The wheels are made from old castor wheels, and the wood is mostly offcuts of oak. Lathes and small hand tools help to fuel this hobby, but the inspiration often comes from machines that Trefor has personally known. The Thornycroft below is a copy of a truck that Trefor remembers being used by a nearby firm of hauliers Evans and Williams of Letterson. The firm bought this lorry new and used it for many years. The original truck is thought to have been scrapped now, so one could say that this is all that remains of it.

ABOVE INSET: Trefor Evans, the man behind the models. Trefor lives in a beautiful seaside location, but despite a lifetime living a stone's throw from the sea, he confesses to never having swum in it, as he says he prefers to tinker with machines. PHOTO JO ROBERTS.



Leyland horsebox, front and rear. PHOTO JO ROBERTS.



The Thornycroft as was once owned by hauliers Evans and Williams of Letterson. PHOTO JO ROBERTS.



This early ERF takes up a whole shelf in the front room. PHOTO JO ROBERTS.

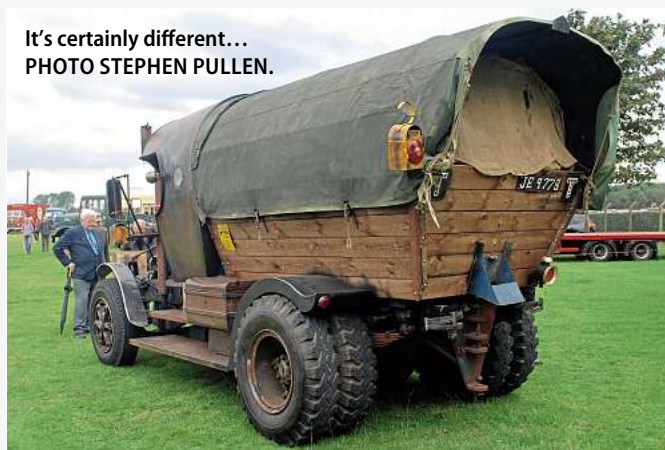
Meet Jefro!

Here at *HC* we see all manner of fantastic commercials from all over the world. These come in all shapes and sizes and in every condition from derelict to concours. However, while at this year's Lincolnshire Steam and Vintage Rally (see page 88 for report), the editor found possibly the most unusual lorry ever. The vehicle in question was 'Jefro', and judging by the crowds that flocked round it for most of the weekend, it wasn't just the editor who was amazed. The vehicle, owned by S Miksza of Navenby, near Lincoln, started life as a Fordson. It was supplied in incomplete form for adaptation as an aircraft maintenance tractor, and has been highly modified over the years and saw service at several airfields in its time, including use by Scottish Aviation at Prestwick Airport. It then moved south and was converted for agricultural use. Modifications of note include dual circuit hydraulic brakes and an 8.2-litre Detroit Diesel V8 engine.



'Jefro' started life as a Fordson aircraft maintenance tractor. PHOTO STEPHEN PULLEN.

It's certainly different... PHOTO STEPHEN PULLEN.



Commercial traveller

While out and about looking for stories for *HC*, we often end up finding interesting commercials in out of the way places where you'd least expect to find them. So here are just a few we've come across recently and where you can find them if you fancy a trip out.

Old motors at Old Warden



This McCurd Model C is 100 years old this year. Made in London by a firm set up by Edinburgh-born Wallace McCurd, this 3½ ton van is the only known survivor of the marque. PHOTO SUE CREASEY.



This 1943 Fordson WOT 2H wireless truck is fitted with a Ford V8 side valve engine. PHOTO SUE CREASEY.

If you read last month's issue of *HC* you'll have seen an article on the Airfield Volunteer Fire Service, which uses its classic fire appliances to provide cover for the Shuttleworth Collection of vintage aircraft. However, there is much more than just aircraft, and as well as a superb collection of classic cars and various pieces of vintage machinery, there are a few commercials.

The Shuttleworth Collection is on a working airfield and as such often hosts private events, so you are advised to check before travelling to see if it is open. It is housed at Shuttleworth (Old Warden) Aerodrome, near Biggleswade, Bedfordshire SG18 9EP.

Telephone: 01767 627927 or visit www.shuttleworth.org for details.

Don't get caught out

A change in UK legislation announced last year will mean that as of October 1, 2014, vehicle owners will no longer have to display a tax disc. The DVLA will be keeping a record electronically of all vehicles that are taxed to use the roads. However, this isn't just a technicality as this change will affect us all and failure to comply could mean a hefty fine.

Under the changes, owners will be required to register their vehicles either at a Post Office branch or on the DVLA website, with all vehicle tax details to be stored electronically. Number plate recognition cameras will be set up to detect untaxed vehicles, and fines will be issued direct to the registered keeper. To check if your vehicle is registered, the DVLA has set up a website to help. Visit www.vehicleenquiry.service.gov.uk

Owners of vehicles currently taxed for the road should already be registered, but the problem comes when you buy or sell a vehicle. Under current law an unexpired tax disc may be transferred with the vehicle to a new keeper. However, as of October 1, this will no longer be the case, and the tax disc will expire the moment the vehicle is sold. The new owner must then immediately register and tax the vehicle to continue using it on the road. The seller will automatically receive a refund for any road tax still remaining.

In addition to these changes, as of October 1, you will be able to pay for your road tax using direct debit.

Last call for Gravel Run

Just to remind you that this year's Gravel Run will take place on Sunday, September 21. Organised by Ray Brookes, the run will start at The Winking Man pub on the A53 Leek to Buxton road, heading up to Stockport and following the Leek road back to Freehay in Staffordshire for afternoon tea at the village hall.



The Queen's fire engine!
PHOTO SUE CREASEY.

By royal appointment

If you're in Norfolk and are into old cars, there's a place to go that you may not have thought about – the royal estate at Sandringham. Unknown to many, they've got quite a collection of classic cars. Most are royal cars such as Rolls-Royce Phantoms but there are also vehicles personally used by the royal family, including examples from Aston Martin, Alvis, Vauxhall and MG. And in among all

these is a commercial in the shape of the estate's 1939 Merryweather fire appliance. Fitted with a 60hp six-cylinder petrol engine and 400 gallon per minute pump, the appliance was used to fight fires during the Second World War after bombing in Norwich.

For further information visit www.sandringhamestate.co.uk

Military motors

Although the main attraction at the Lincolnshire Aviation Heritage Centre is the Avro Lancaster bomber 'Just Jane', the museum does have quite a few classic military commercials as part of its collection. Open 50 weeks a year, the centre is located at East Kirkby, near Spilsby in Lincolnshire. For more information telephone 01790 763207 or visit www.lincsaviation.co.uk



This ex-RAF six-wheeled Range Rover provides the fire cover when taxiing the Lancaster 'Just Jane'. PHOTO SUE CREASEY.



The Bedford 'Queen Mary' was used to move large aircraft sections. PHOTO SUE CREASEY.



Just a few of the other commercials on display. PHOTO SUE CREASEY.

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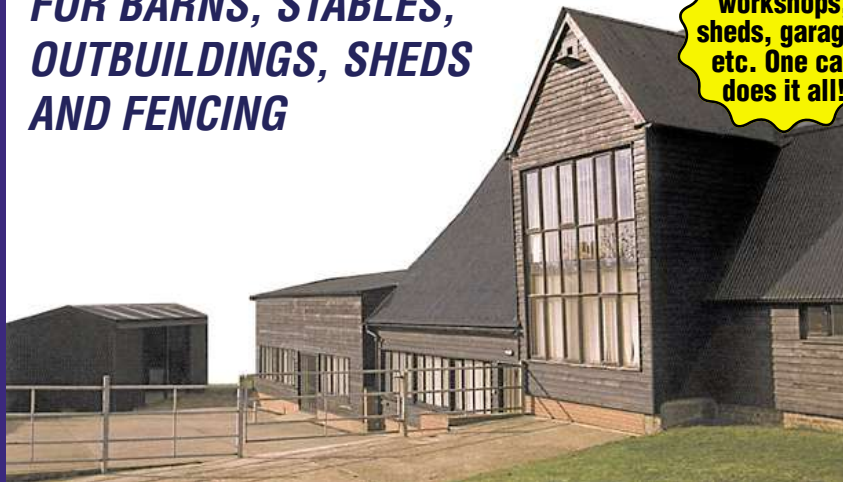
*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1981 Bedford 88. Value: £3000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. An additional £10 arrangement fee will apply.

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Roaming Bisons



I AM writing with regard to the article 'Roaming Bisons' in the May 2014 issue of HC, as I have some information about some of the vehicles featured.

On page 61, the John Williams Bison was L12 powered, while the N Brookes Bison was 'A' (1983) registered, as apparently Brookes bought vehicles and kept them some time before actually registering them. I think both of the bottom right Bisons were Alan Flavell's. Alan is still driving tippers with a four-wheeler on contract for Tarmac.

The Whitehouse Brothers lorry on page 62 – I believe this is ex-Lowes Oils of Brierly Hill. L12 powered, this was parked up for some time after being replaced with a Constructor until being purchased for scrap. It was then put on site duties but had a knock in the engine and seized while being left ticking over. I was able to salvage some parts from the vehicle before it was cut up.

Now the photo bottom centre. H Cooper was my neighbour and ran this fixed-head Bison which had been fitted with a Buffalo engine. He would often call home for dinner so my residential neighbours was well used to having an Ergo vehicle parked in the street as they have also had the pleasure of seeing my vehicles for the last 13 years. Henry is still in business having been joined by his son and they now have Volvo FM eight-wheel tippers. I stopped him a few weeks ago and he knew about the feature.

Page 65 top right. J T Holland worked out of the Rowley Regis ARC quarry. This Bison was an ex-Fuel Oil vehicle and I think the firm was run by brothers and had two Bisons. The Bison below it belonged to a scrap firm in Wolverhampton and if it's the company I think it is, I went out with the company owner's daughter for a while. He used to talk very fondly for the AECs he used to run.

Bottom right is another fixed-head Bison. This was purchased new by a Jamaican gentleman who didn't pay his income tax and had to sell it in a hurry when the authorities caught up with him.

I have saved the best till last! Page 64 (bottom) is Colin Parsons Bison, and I have recently been given



some pictures of this vehicle when delivered new. RAB 459P was new in 1976 and as this picture was taken in 1988 it was 12 years old at the time. It stayed on the fleet for another year before being sold on to another operator who had a happy period of ownership with it. Fitted with a 501 fixed-head engine, six-speed Eaton gearbox, four spring rear bogie and the essential auto chassis lubrication system. These vehicles were light, good on fuel, had exceptional off-road capabilities, and contrary to many other peoples' experiences, the engine on this vehicle was never touched apart from the AMBACH fuel pump. Colin had previously bought a new Bison in 1973 with a 500 naturally aspirated engine and AEC six-speed gearbox, and had been very pleased with it and purchased RAB 459P on the experiences of this.

The only engine problems Colin experienced was actually with a Guy Big J6. When faced with a 12 month wait for another new Bison the salesman said he could get him a Guy with the fixed-head engine as they were now offering that engine. So he went ahead with the deal as it was a very quick delivery time. Unfortunately this engine failed under warranty and then failed again



for the same fault virtually 12 months later. The only other problem was that the rearmost propshaft failed regularly due to a rather acute angle, and being a tipper was not operating in the cleanest of conditions. With the Guy's engine having gone again it was traded in against a used Bison. Incidentally, the Guy was exactly one ton heavier than the equivalent Leyland Bison.

I have also attached a picture of my recently finished two-pedal turbocharged Leyland Beaver

Neil James
Via email



Well done Neil, such information is certainly worth this month's prize – Ed.

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

Super diesel, super tippers

It was interesting to read your editorial regarding running your Kia C'eed on super diesel in the September issue. I have been running a Pro C'eed 4 Coupe with the 130+ bhp diesel engine for the last two years and have also found a slight improvement when I have used the 'super' diesel, usually about two to three mpg. Mine also averages around 52mpg in normal use, but I have seen almost 60mpg on a trip to Yorkshire and back, and also 45mpg when I travel into Portsmouth and its endless traffic jams. I hope yours is as reliable as mine, not a single fault in two years and 20k miles.

The photo attached shows one of the very nice tippers I saw at the Weald and Downland Museum's steam rally in August. They both look to have been recently restored, it was certainly the first time I had seen them on the show circuit.

Mike Jeavons
Via email

Thanks for your email Mike. Must admit the new HC car has very pleasantly surprised me – and I love those tippers – Ed.



King of the road

I'm writing about the picture in the September issue on page 44 and 45 'king of the road'. I was one of the lucky pilots to drive this beast – hills were no problem to a 141. I also used to drive the other one mentioned. I can't

think where the picture was taken, but it was possibly the midlands. I wonder if this truck is resting somewhere – I would love to drive it again.

Chris Daubney
Via email

Unfortunately Chris, according to the DVLA computer this Scania hasn't been on the road since October 1994, but it could still be sat somewhere waiting to be found – Ed.



Servis sabotage

I am writing with regard to the article on the Service recorder featured in the July 2014 issue of HC. Back in the day – the early 1950s – this early tachograph came to life for me. What a nightmare! The ones I first came into contact with were like the one you pictured, with a small clock on it, and, as you said, it worked on vibration. However, if you stopped in at a transport cafe for a break all you had to do was leave the engine running with a brick on the accelerator.



This would vibrate the cab and so would not leave a mark on the internal chart to say you had been stopped. Unfortunately, this trick was soon found out so it was time for plan B. We all had a meeting and we discovered that the clock didn't have a glass cover, it was only Perspex. All we had to do was hold a needle in a pair of pliers and heat it up with a lighter. We could then melt a hole in the Perspex, and the needle would then stop the clock hands going round. After a few days of driving round like this we'd go into the workshop and claim that the recorder wasn't working!

Peter 'The tacho beater' Sharpe
Via email

AUTO COUPLINGS

Your article about automatic couplings brought back a lot of memories for me. My dad drove an O-type Bedford and then an S-type Bedford, both with automatic couplings. I rode with him every chance I could get and remember delivering steel for a company in Bristol called Godwin Warren, which was taken over by Miles Druce Metals. I started work for Miles Druce when I left school in 1969. By then the O and S types had been replaced by TKs and Albion Chieftains, although we did have an S type in the corner of the yard that we used for shunting sometimes.

Although I was only 16, I was shunting trailers around and loved it. Most of our trailers were the Scammell make but we did have some Tasker 27ft long trailers to accommodate 50ft length steel up over the cab. The Tasker trailers had smaller dolly wheels and looked just that bit more modern. The trailer brakes were cable operated and the electrics comprised of two ceramic plates on the unit and trailer that relied on contact to give rear lights.

When dropping a Scammell-made trailer, the parking brake was a lever on the front of the trailer engaging on a ratchet. If the ratchet was worn then there was every likelihood that the lever would jump off when you reversed under the trailer meaning the trailer would run away from you. I once saw one of our drivers chase a trailer for about 50 yards through the warehouse before he coupled up. That's why no one ever stood behind a trailer when it was being picked up. The other problem with the levers was that if you tried to let off the parking brake with your hand the lever could jump off very quickly and damage your wrist so we used to use a piece of wood to knock the lever off.

The Tasker trailers had a handbrake type lever which was much safer and easier to use. When dropping a trailer, if the unit was driven out too quickly, the landing legs wouldn't have time to open properly and the trailer would 'drop on its knees', causing a loud cheer from anyone around and a red face for the driver.

Some of our trailers had bolsters on the front to carry long lengths of steel over the cab. The trailers were around 24ft long, and also the 27ft Taskers. We had a 35ft long flat, also 'the caravan trailer' which had nearly as much overhang at the back as the front, and a pole trailer for carrying loads of 50ft which were too heavy for the bolsters. That one needed a second man so I was always first in the queue.

I have included a photo of a sales brochure showing an S-type loaded with steel. I suppose compared with lorries these days they were small stuff but they were lorries, and I could get behind the wheel even though it was off-road – that's all I was interested in. They were good days and I miss them.

Jon Harris,
Bristol.



Hudson's Diamond T

In the August 2014 issue (No. 296) of *Heritage Commercials* in the Classic Restoration article titled 'Memories are made of this' near the bottom of page 20 it mentions: 'and to get up and over Shap, we had a push from the Diamond T wrecker of Hudson's from Milnthorpe.'

Please find attached, a picture that I took in the stock shed at the Lakeside & Haverthwaite Railway, Cumbria, of a Hudson's of Milnthorpe Diamond T wrecker. The photo was taken in 2012, and the lorry was still on display at the railway in July this year.

I wonder whether this was the same Diamond T as mentioned in the article.

Malcolm Paul, via email

Ward's Scammell

I am attaching a photo of Ward's Scammell S26, as featured in the September issue. It shows it collecting a machine from Swinburne Quarry, Northumberland.

David Jordan
Prudhoe



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PAGE 24

A Michelin miniature

Following the articles on Minatic Trailers in the March and April issues of *HC*, I enclose a photo taken at Michelin's Stoke-on-Trent works in 1993. With production ending in 1969, this one is highly unlikely to be a Minatic.

Brian Finnie,
Carnoustie,
Angus.



Forget the war

I am writing regarding the article 'Double Whammy' in the June issue of *HC* and the Bedford OY with a civilian front.

I have a Bedford technical service information sheet dated December 1945 which covers the 'Radiator Shell & Front End

Conversion, Bedford OW (Wartime Model) to Standard O Model'. It lists everything to do in order to convert the square nose to the 'civvy' front, and also lists the materials required including new radiator and shell, wings, bonnet, bonnet sides, headlights, wiring loom, bumper, badges etc. All the parts would cost around £33 and would involve 35 hours labour.

The idea, I think, was to get away from war time. Seemingly a lot of wagons were converted and the only way to tell one from a later lorry was that the OW/OY/OX didn't have the raised 'flash' that continues from the bonnet side to the door and the cab side.

Bob Parker, Penrith, Cumbria.

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A 1947 Albion being collected from Hodges at Rainham in Kent. Note Mr Castle's Austin car behind.

E A Castle & Son

In June 2008 my dad's boss, Mr E A Castle, passed away. My dad worked for him for over 30 years, and I'm enclosing some photos which may be of interest. Mr Castle ran just about every make of British lorry over the years, and the first lorry of his that I remember going in was a Scammell Handyman with round headlights.

The first foreign lorry he bought, I think, was my dad's Mercedes-Benz LPS1924 reg WFX 944M dual drive. My dad drove this lorry for about a year then Mr Castle bought another LPS 1924 reg KKL 416P. There was also another Mercedes on the fleet of the same type, reg HOA

947N, and when they were all parked together they really did look smart.

KKL 416P came from Lumsden's Transport of Collier Street near Maidstone. The artist Mike Jefferies did a painting of KKL in Lumsden livery, with a girder trailer and two BICC cable drums but claimed it was a 1418. However, I can assure you that KKL was a 1924.

I know it sounds daft but I loved KKL. I grew up in that lorry and still miss it – and I drive a Mercedes Actros today.

E A Castle traded for about 77 years, and now it's all gone. The lorries never had any

fancy paint jobs but they were looked after very well.

My dad's last lorry at Castle's was an ex-Alan Firmin ERF E Series, reg G512 RKL. This had a 14-litre Cummins engine and an SAMT gearbox, and I would say that this was the only lorry that I would put on par with KKL 416P. Two great lorries no longer with us.

The company and lorries may have gone but me and dad will never forget them.

**Clint Moorey
Strood, Kent.**



KKL 416P was driven by my dad for E A Castle & Son for about eight years.



G512 RKL was an ERF E Series with a Cummins 14-litre 320 and an Eaton SAMT gearbox. It's shown here loaded with cement at the Cemex Snodland plant near Rochester.

Butterfields and Bantams

I refer to the April 2014 issue of *HC*. The tank on the Albion Sugar Company Foden on page 42 was made by Butterfields of Shipley, Yorkshire. They were painted bright green with red around the wheel arches. The square shaped tank on the Tate & Lyle Foden also on page 42, was made by Carmichael of Worcester. The square tank actually conceals a round tank, as seen on the Foden on page 44.

The Tate & Lyle depot at Plaistow in East London, is pronounced 'Plarstow', and if you say Plaistow they know you're a stranger!

On page 50 you ask if anybody drove a Karrier Bantam. I drove an artic version for British Railways in the 1960s. They were powered by the Humber Hawk petrol engine or the Standard Vanguard diesel engine, which was also used in the Ferguson farm tractor. The diesel Bantams were all right on the flat, but they were a nightmare on the hills. Despite what is written on page 81, Motor Panels of Coventry never laid eyes on a Karrier Bantam cab, or a Commer QX cab. They were made by BLSP of Acton.

British Light Steel Pressings was a member of the Rootes Group since 1930, and made car bodies and lorry cabs for the Rootes Group. The company also sold the Commer QX cabs to Ford for their 4x4 military vehicle. The Karrier Bantam cab was much smaller than the Commer QX cab – your head touched the roof in the Bantam. Compared to the Commer QX cab, the Bantam cab was like a doll's house!

H Daulby
South Croydon, Surrey

Ford and Fodens

I am writing regarding the Ford D Series D800 featured on page 72 of the June 2014 issue of *HC*. At British Salt Ltd, Middlewich, we had two D800 Fords. One was a short wheelbase tipper which was used for 7-8 ton loads of undried salt. The tip ups were good but on some jobs you had to jump in the back with a shovel to unload as it was a service to the customer. The other D800 was also a short wheelbase, but was actually a tipping tanker with air discharge. Again this was for 7-8 ton loads of dried salt. The wagons were comfortable and most of all warm, compared to the Gardner powered Fodens.

At the salt works at Stafford they had: one short wheelbase tipper-tanker at 14 tons gross, two long wheelbase flats for bagged salt at 14 tons gross (both had the chrome strip on the front of the cab), one 16 ton gross flat and one 16 ton gross side tipper. When the salt works closed at Stafford all these wagons came to Middlewich. All had been supplied by Lloyd's of Stafford.

The side tipper was used on a job several times a week to deliver 10 tons of undried salt to a water works at Cherry Hinton near Cambridge, which was a tipping job. However, we also had to take 10 tons to Thames Water at Henley on Thames which had to be shovelled off. While you were shovelling, the man at the water works would stand and watch you and say you look hot mate!

Going back to the Fodens, when you were learning the job, or doing a 12½ hour spread-over borderline night out job, there'd be two drivers on the lorry. Those were the days of no M62, the M6 finished at the A5 and A6 at Cornforth etc. So on jobs like that before you left you'd go to the bag store and get two 1cwt paper sacks to put your legs in when you were in the passenger side, right by the air cleaner. That was the nice thing about the Fords. They were so warm you didn't have to do that sort of thing.

D Norbury
Sandbach, Cheshire.



Mr Castle later bought this Guy Warrior Light 8, fitted with an AEC engine.



The Guy Big J had a Cummins 180.



The Leyland Roadtrain had a troublesome TL12.



AEC Mandator being washed off.



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Diesel Dan's favourite

M·A·N



It is believed that this lorry was the first purpose-built MAN eight-wheeled wrecker in the UK.

Having worked alongside E34 XMJ ever since the day it arrived brand new in the McGovern yard in early 1988, no wonder 'Diesel Dan' (aka Danny Lynch) rates this versatile wrecker as his favourite MAN. **Bob Tuck** gets his mind blown away by its electrifying performance.

It's a sign of the passing time that motors which look almost modern are now slipping into the more than 25-year-old category and thus considered if not vintage, then at least classic and certainly worthy of coverage in *Heritage Commercials* magazine. Waiting patiently for that day to arrive so far as it relates to E34 XMJ has been Danny Lynch, who along with Mick Fahy, makes up the team of 'garage gurus' who ensure the wheels keep turning on the diverse vehicle portfolio of Tony McGovern.

We have featured Tony's stunning vintage/classic collection many times before in the pages of *HC*. Generally, Tony has bought these motors in varying states of restoration but this is the first occasion – for us – reporting on a McGovern vehicle that actually started life with this famous North London operator. And while the MAN eight-wheeler in question may have only covered just over 140,000km since the day it left the German production line in late 1987, time and again it has proved itself a terrific investment.





Danny Lynch is a big fan of the MAN – as you can tell!



BROTHERS TONY AND PETER

With something like eight million inhabitants, it's no surprise London generates a huge amount of rubbish. Starting out in the game of moving that waste to various landfill sites way back in 1967 were the two brothers Tony and (the late) Peter McGovern. Peter went back to Dublin in the early 1970s to manage a chain of pubs leaving Tony to carry the McGovern flag and it's been estimated that over the last 47 years, the McGovern fleet of bulkers has moved something like 35 million tons of refuse.

If you want an in-depth look at how London's rubbish has been shifted, then find yourself a copy of Tony O'Connor's great book *From Dawn 'Til Dust*. With 242 pages, this picture-filled publication gives you an insight into the many companies and motors that served London. And while health and safety requirements have now made the unloading procedure on tips a lot safer, Tony O'Connor's book illustrates some of the testing conditions – and occasional pitfalls – of this aspect of the road transport world.

It's not surprising that fairly early on Tony McGovern decided to have his own recovery vehicle for his garage staff to use. His first big eight-wheeler was a Foden S39 which started

life as a Redland Purle tipper before being converted for recovery work. This certainly did the job all right but coming to take its place in early 1988 was something very special: "I'm sure it was the first purpose-built MAN eight-wheeled recovery vehicle in the country," says Danny.

As it evolved, the McGovern fleet has used all manner of different marques and by the late 1980s, the MAN eight-wheeled 30.331 had become the company standard. These weren't all rigids as Mick Fahy converted two brand new eight-wheelers into 6x4 tractor units. "We used to say the initials MAN stood for 'Mean And Nasty'," says Danny with a big smile on his face. "But really they were robust, strong and so reliable with bags of power."

First of these 20 or so eight-leggers into service at McGovern's was D205 ALR which was regularly driven by Steve Warren. However, before he took it over, the new MAN cab and chassis went to South Wales to have Powell Duffryn roll on-roll off equipment fitted. Taking it down the M4 would be young Danny Lynch: "It went like a scalded cat," says our man with a grin like the proverbial Cheshire Cat.

DIESEL DAN

Fifty-five-year-old Danny originally hails from Castleberg, County Tyrone in Northern Ireland and first met Tony McGovern when he came to London in 1979: "A guy called Eddie Kelly lived in our village but worked for Tony in London. He came home for Christmas and suggested he could get a job for me working for Tony so I came over and gave it a try."

Danny was subsequently to go back to Northern Ireland but in 1982 he came back to London with his wife Roberta and ever since has been on the McGovern pay roll primarily working in the company garage. Danny's always had a love of motors and driving so no surprise he picked up the CB handle 'Diesel Dan'. And as we discover – 32 years on – it's still very apt.

What would become his favourite MAN was supplied new through S&B Commercials of Hatfield where Barry Rathman was the salesman. It came into the UK in November 1987 but went direct to Wreckers International where it was kitted out with a pair of winches and under reach Interstater Mk 2A equipment.



Note how sharply the rear of the chassis is cut away to cut the axles as close to the rear of the truck as possible.



This PTO switch operates the tipper mechanism of a stricken vehicle if the hose is connected up.



Above: The tacho shows a genuine reading of just over 140,000km.

Right: Danny shows how the hydraulic hosing to operate the tipper of a stricken vehicle was hooked up. When in service the MAN carried a huge long length but this bit is carried now just to show what it did.



It was fitted with the latest – and best – recovery gear of its kind that included the ability to hook up to the fifth wheel of a semi-trailer and recover that if needs be. However, once back to the McGovern yard in north-west London, Mick Fahy felt there were a few mods which would make it even better. “It’s now fitted with two power take offs,” explains Danny. “The second one was fitted together with an extra large hydraulic tank so that the wrecker could activate the tipping mechanism on the stricken vehicle.” To make that possible, the MAN carried a huge length of hydraulic pressure hose. One end is coupled to the output valve at the rear of the eight-wheeler and the other end would couple on to the broken-down vehicle. It is operated by a

standard tipper switch mounted in the MAN cab just to the right of the driver’s seat.

Another mod we liked was the two blinds fitted to the MAN’s rear cab windows: “The F90 cab was a great cab for a guy on tipper work,” says Danny, “because there’s so much glazing. When you are in and out of all sorts of difficult places, it’s great to have as much vision around you as possible. The only problem with the back windows in the wrecker’s cab was when you had the amber beacons activated on a night. They were quite a distraction when you were driving but when we fitted a pair of blinds – the same as the type used as a sun visor – they shut the amber light out completely.” Nice one.

ON CALL

The new MAN wrecker went on to the road in January 1988 but in an ideal world, it would never move an inch. Over the last 26 years, it hasn’t driven that far as only 140,000km are now on the tachograph. Danny recalls his first call out with it was when it was only a week or two old: “An eight-wheel DAF 2500 tipper had gone into a ditch,” he says. “I’d done some winching work with a tractor in Ireland so rescuing this tipper wasn’t a problem.”

More difficult was when he got the call to go to the bottom of the M1 where a double-drive Scania 143 had turned over. It didn’t help matters that Danny had an audience watching and the first thing one of the waiting police officers said to him when he pulled up with the MAN was: “Are you capable of doing this?”



The other MAN trucks that arrived on the fleet with the wrecker were fitted with Wilcox-made full bulker bodies for waste movement. Note the extension on the upright exhaust stack but still the top of the body gets soot covered! PHOTO PM PHOTOGRAPHY.

At McGoverns, they've never been big fans of using airbags and the officer was concerned that when the stricken 143 came back on to its feet, then it may go straight over again: "If you get this wrong," said the officer to Danny, "then I'll..." but all Danny said – with a smile – in response was: "Have faith in me."

The McGovern yard wasn't too far away so Danny was able to utilise a company loading shovel as an anchor for the MAN. And – of course – within an hour, the Scania was back on its feet having incurred very little damage. Danny could breathe a sigh of relief and thought it would be okay to drive the Scania back to the McGovern yard: "I think the officer was a bit miffed that I'd made the recovery look straightforward so he told me the Scania couldn't be driven and would have to be lifted back because the mirror had been broken on it."

If you want to hear some graphic recovery tales that will curl your toenails then get Danny talking about life with the MAN. In the late 1980s and throughout the 1990s it was regularly called out and never missed a beat. The McGovern team have long worked their motors hard but so far as Danny was concerned, the 30.331 could take it: "The last



One of the previous liveries applied to the MAN. PHOTO DANNY LYNCH.

four of these MAN eight-wheel tippers we got were 'G' reg," says Danny. "They went that fast that we gave them the nickname of 'Scud Missiles'. They were driven as hard as you like but they took it in their stride."

When things were quiet, the McGovern wrecker could be called on to do other recovery work and it was such a job that gave

Danny his longest run out – all the way to Merseyside and back: "A Mercedes tractor unit had failed and we first brought it back into the yard. But when the firm asked if we could put it back on to the ferry to Ireland, I hauled it up to Liverpool." With a round trip of about 450 miles, you can imagine that Danny was smiling every inch of the way.



The MAN was kitted out with a pair of winches and under reach Interstater Mk 2A equipment by Wreckers International.

CALLING TIME

Over the last 10-15 years, Danny reckons there wasn't a huge amount of call-outs for the MAN: "We did use it on security work for a couple of years," Danny recalls with a smile. "At one of our yards, we used to position it right in front of the gates because we could immobilise it – and no one could move it – it stopped anyone driving newer motors out of the yard."

About 2006, it was decided to pension off the wrecker: "We bought a Dennison low loader semi-trailer," says Danny, "that we could also use for recoveries behind a standard tractor unit." Although it could still do the job, the second-hand value of the then 18-year-old wrecker wasn't that much but it meant more to the team at McGoverns and the decision was made to smarten it up once more. Over the years, it was to have three different paint jobs with the current one applied by Barclay Beales of King's Lynn in Norfolk: "I remember examining a trailer Barclay had painted and the quality was that good we thought, if he does this to a trailer, then how good a job can he make of a truck." And he's certainly made a cracking job of the wrecker.



We like the sun blinds in the back of the cab to keep the beacon lights out at night.



A large hydraulic tank is concealed in the bodywork behind the cab to operate any stricken tipper mechanism.

When McGovern put their name on a restored vehicle then you know it's going to be the best they can do. In fairness, the wrecker has been well looked after because it's only had a few regular drivers. However, the tackle boxes in particular needed attention but of course to guys who can convert eight-wheel rigids into 6x4 tractor units, such a modest restoration is something they can almost do in their sleep.

QUICK AS YOU LIKE

The restored wrecker has been gracing the preservation scene now for a couple of years. But with it safely past the 25-year-old mark, we caught up with it as the Team McGovern entourage braved the elements to attend the 2014 AEC society gathering at the Newark Showground for the late May bank holiday weekend.

As we said right at the start, the MAN doesn't look its age and even getting really up close verifies the initial thought. It looks that good, you think it has been stuck in a time warp since the day it came back new from Wreckers International in early 1988. In typical McGovern style, the quality of the motor is top drawer.

It's a bit of a stretch to climb up into the MAN F90 cab but once there, you have a cracking all round view.

One extra it sports on our visit is a child seat mounted on the engine hump and it's great that it's now something of a family people carrier. Doing the rounds of various

shows means it's getting out and about a lot more than it did in service; as the week before our rendezvous it went across to a show at Waterford in Ireland.

We shuffle it round the showground access area and it handles a treat but to see what it can do on the open road, we ask Danny to take us round the block. As well as not looking old, our man demonstrates how the MAN goes as good as a new truck – if not better. With modern motors now constrained with speed limiters, the wrecker comes from an era when trucks were only limited by their gearing. And with our steed having a highly geared – smooth shifting – 13-speed Fuller 'box to hand, this thing can motor.

I will not say how quickly we traversed the northbound section of A46 towards Lincoln but it was a lot faster than virtually every other eight-legger which works this road. Danny reckons that 75mph is its top speed but one of the McGovern team thought 80mph was within its grasp. It's also very surefooted in the braking department and it twirled round the roundabouts as steady as a rock. What a superb motor this is.

And even our driver is quite a guy. You don't have to be in Danny Lynch's company to find the enthusiasm and zing which bubbles out of him is infectious when road transport in general – and classic trucks in particular – come up in conversation.

Give him the excuse to get behind the wheel of his favourite MAN and you'll know those Irish eyes of his will certainly smile.

Specification:

Make / Model:	MAN 30.331 F90 cab
Chassis No:	MO66086
Year:	First reg. 26.1.88
Registration:	E34 XMJ
Engine:	MAN 6-cylinder D2866 11.967-litre 330bhp
Gearbox:	Fuller 13-speed
Unladen weight:	17.31 tons
Top speed:	75mph
Fuel return:	5mpg
Recovery equipment:	Interstater underlift fitted by Wreckers International



When new, the MAN came with a bottle jack and the block of wood to sit it on. Both have also been restored.

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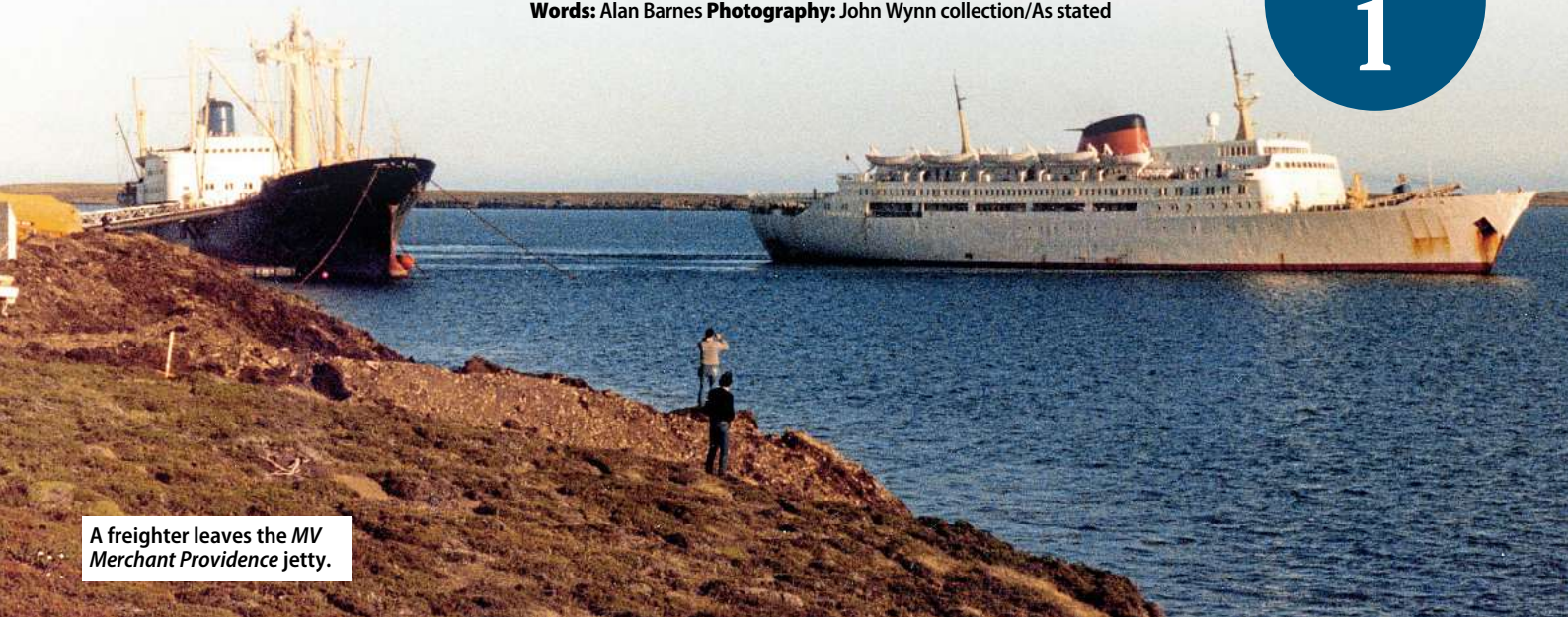
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A Falklands FORAY

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

Words: Alan Barnes Photography: John Wynn collection/As stated

PART
1



A freighter leaves the *MV Merchant Providence* jetty.

Lunch at a Sussex pub followed by afternoon tea in the pleasant landscaped gardens of a nearby hotel is probably as far removed from a windswept peat bog in the Falkland Islands as you can get. Throw into the mix renowned haulier John Wynn and some tales of construction and heavy haulage on the other side of the world and you have a recipe for an immensely entertaining afternoon.

On a fine spring day last April, Roger Mortimore, no stranger to the world of heavy haulage himself, and I met with John and his wife Sandra who were spending a few days in Sussex. John was presenting some of his films at the Hailsham Pavilion that evening at an event organised by the Eastbourne Historic Vehicle Club. Obviously the inner man needed some fortification before the presentation and what better way to pass the time than with lunch and some 'lorry talk'.

One of the films John was showing that evening dealt with his work in the Falkland Islands in the early 1980s and I was interested

to hear about how that particular job had landed in his lap. "I suppose an out of work truck driver has to take whatever he can get," he said with a smile. With his association with one of this country's most famous heavy haulage contractors and his own expertise both behind the wheel and in organising the delivery of heavy loads, his remark seemed to be rather tongue in cheek although, as I was to learn, there was an element of truth in the statement.

A HAULAGE DYNASTY

John was born in October 1932, the great grandson of Thomas Wynn, who founded the heavy haulage firm which bore his name. While John's father George had eventually assumed responsibility for the administration of the business, John himself preferred a more 'hands on' approach and would devote himself to the driving and engineering element of the work. The stories of his early escapades behind the wheel would probably fill several books but the work he carried out under the wing of his uncle Percy would stand

him in good stead for his future in heavy haulage. Learning the business from the ground up, John rose through the ranks and by 1960 he was on the board of directors. He stayed with the company when it was sold to United Transport in 1964, but part of this was owned by the British Electric Traction Company and this association would eventually create some difficulties for John.

By the early 1970s the company had increased its shareholding in United Transport and now owned 100% which in effect meant that it owned not only Wynns but also Suters and Wrekin Roadways. Throughout this period of change John remained with the company which he had worked for since he was a lad, but he had come to realise that the BET management style was most certainly not the 'Wynn way' of doing things and he was becoming disillusioned with the bureaucracy.

In June 1982 matters came to a head and John resigned from the company shortly after he had returned from the Sudan, having successfully completed two haulage contracts.



John on his first tour with one of the Leylands.

“You hear of some strange questions at interviews but at this one I was asked if my appendix had been removed”



Establishing the jetty area at East Cove in November 1983. PHOTO JOHN BURROUGH.

He had details of a potential third contract which would require an investment of £75,000 to overhaul the tractors and trailers which had been used for the previous work. However, without a signed contract BET refused to come up with any money and for John that was the final straw and he resigned, and his 34 years with the company finished on a rather acrimonious note. However, he was now faced with the prospect of being out of work for the first time in his life – an uncomfortable feeling but one which thankfully did not last very long.

Word of his departure from BET spread quickly and John was contacted by the owner of Enescon in the Sudan, Tageldin ‘Tag’ Elkhazin, who quickly brought John on board and set about securing the Sudanese contract which BET had walked away from. John was back in business arranging for the transportation of two large condensers from Port Sudan to the site of a new power station under construction in Khartoum, a project which he was involved with until late 1983.



The *Merchant Providence* ‘jetty’ with a docked freighter at East Cove in January 1984. PHOTO JOHN BURROUGH.



Retrieving a bogged down dump truck in January 1984.
PHOTO JOHN BURROUGH.



The Flexifloat bringing equipment ashore in November 1983.
PHOTO JOHN BURROUGH.

Once the Sudan project was completed, John returned to the UK and began a spell of agency driving working for Overdrive, a firm based in Newport. He also drove three or four times a month for Richard Thomas, an ex-Wynns transport manager who had contracts for moving shipments for magazine publishers. He operated ERF tractor units with curtainsider trailers taking loads from Caerphilly to the Midlands, Oxford and Swindon. The loads were pretty standard fare for someone used to moving power stations across deserts but it was better than nothing. However, something a little more exciting was just around the corner and in November 1983 he was contacted by Glynn Rees at Scammell who was looking for recommendations for a driver to work on an overseas construction project.

TO THE SOUTH ATLANTIC

Glynn outlined the project which was the construction of a new airfield on the Falkland Islands, and the driver would be working for a new company, LMA, a consortium of three UK companies, Laing, Mowlem and Amey Roadstone. Scammell had just sold an S24 tractor unit for use on the project and the consortium needed an experienced driver to go with the vehicle to the South Atlantic island. Glynn must have been rather surprised when John immediately volunteered himself for the job.

Following the conclusion of the Falklands War in June 1982, a programme of reconstruction was undertaken by the British Government. Following an economic study completed soon afterwards, one of the recommendations had been the construction of a new airfield either at Stanley, the capital of the Falklands, or on a new site at a suitable

location elsewhere on the island. The existing airfield at Stanley had been damaged by bombing but could be rebuilt and lengthened, but following the completion of surveys by the Property Services Agency, it was decided that a new 'greenfield' site would be chosen.

An area, basically a stretch of open moorland and peat bog, had been selected at Mount Pleasant. A survey had been completed by the Royal Engineers, and the Ministry of Defence had initially considered that the construction work would also be undertaken by the Royal Engineers. The PSA prepared estimates for the development of both sites and in March 1983 the project was put out to tender to contractors which included the LMA consortium.

As well as the problems associated with working in a remote location, the difficult terrain and having to transport workers and equipment some 8000 miles, an additional factor was the time element. The planning and building of a completely new airport with two runways would usually take something in excess of five years. The plans for the new airfield called for a main runway 2590 metres



Flat pack Falklands style! Wyseplan supplied these kits for workers' accommodation.



Volvo BM excavating peat. PHOTO JOHN BURROUGH.

long with a second shorter 1525 metre runway set in an 'X' configuration to allow aircraft to land and take off whatever direction the wind was blowing. This was essential as many of the planes arriving would be low on fuel and there was no question of being allowed to use airfields in the Argentine. In addition to the two runways the project would involve the construction of 127 support buildings with supporting utilities and 32km of roadways. Remarkably the new Mount Pleasant Airfield was completed in only three years.

The contractors were asked to tender for both redevelopment of the existing airfield and for the new Mount Pleasant Airfield and it was the new site construction which proved to be cheaper. This would also mean that there would be significantly less disruption affecting the town of Stanley and, perhaps rather reassuringly for the potential workforce, there was less likelihood of encountering unexploded ordnance at the remote site.

The tenders were returned in May 1983 and in June the announcement was made that the contract had been awarded to LMA. Speed was now of the essence and once the decision was made to use the site at Mount Pleasant, a PSA-led team of consultants, geologists and surveyors began working on plans for the layout of the runways and the main airport buildings. These plans were completed in just a few weeks and were then submitted to the MoD which also approved them without delay.

For these survey teams conditions on the island had been fairly harsh; as one PSA surveyor commented, it was "a bit like going to the moon". There were no roads in the area, no accommodation, the ground was rough and very wet and was mainly peat bog with pools of water. One of the criteria of the tender process was the requirement that a British workforce was to be used and to use British plant and equipment, ships and materials wherever practical. The contractors would have to bring everything they needed to the Falklands with the exception of locally available raw materials which comprised sandstone, tillite, crushed quartzite, water and a limited amount of uniform beach sand.



Leyland number L7 brings a load down the section of Bailey Bridge from the *Merchant Providence* jetty.



Leyland L7 off-loading the first of three Steelfields Major 60 batching plants used on the project.



Birdcage packing was used to support the long conveyor during its move.

JOINT VENTURE

Although referred to as LMA, officially the consortium which successfully tendered for the project was the Laing-Mowlem-Arc Joint Venture Ltd which brought together the expertise to complete the work under one umbrella. John Laing Construction Ltd, being part of the John Laing Group, would be responsible for all the building and engineering work. Mowlem International Ltd was the part of the larger Mowlem Group which was responsible for all the group's major building and civil engineering work carried out overseas. Amey Roadstone Construction Ltd was part of the Amey Roadstone Corporation Ltd and the company had a wealth of expertise in road and airfield surfacing, civil engineering and quarrying. The quarrying aspect would prove to be vital to the project as almost all the stone required for the construction of the new airfield would be sourced and processed on the island.

The contract for the project was signed in June 1983 and the terms specified that "the main runway and other necessary facilities for its operation, including a temporary surface on the Mount Pleasant to Stanley Road, were to be handed over to the PSA by late April 1985, and the remainder of the contract completed by early 1986". Some six months later, on December 5, 1983, another contract was signed by one Robert Owen John Wynn, being an 'Agreement For Working in The Falkland Islands'.

As John recalled: "Having been contacted by Glynn, I found myself at the LMA headquarters in Surbiton undergoing a formal interview followed by a medical examination. You hear of some strange questions at interviews but at this one I was asked if my appendix had been removed. I had to say yes as mine had been whipped out when I was 18 and apparently if it had not been removed I would not have got the job. With the lack of medical facilities on the island, someone suffering from appendicitis was something to be avoided. Thankfully there was nothing else they wanted to remove.

"Everything seemed to move at breakneck speed and on December 5, I was flown from Heathrow to Cape Town and having landed was immediately taken to the docks where I was hustled on board the *MV England* which was leaving for the Falkland Islands on a 10 day voyage which included three days of a Force 8-10 gale."



At over 70 tons, the rock crushing plants were the heaviest loads to be moved.

The 8000-ton *MV England* had been chartered from Cunard and had already made one voyage to the Falklands carrying some of the equipment and workforce. The vessel had left Tilbury on September 29, 1983, with 76 members of the 'pioneer' workforce on board who were facing an 8000 mile voyage to the South Atlantic island. The *MV England* would also be used for further 'shuttle' work during the project sailing between Cape Town in South Africa to East Cove on the Falklands bringing workers to and from the island. During the course of the project it is estimated that the *MV England* covered more than 150,000 miles and transported some 9000 passengers.

Another vessel had left Avonmouth on September 28, 1983, the *MV Merchant Providence*, a 13,000 tonne merchant ship which sailed for the Falklands carrying 13,600 tons of cargo, 24 LMA workers and some of the subcontractors. The destination for the vessel was East Cove where the cargo was unloaded – a somewhat problematic exercise as at the time there was no harbour at this location. The cargo was unloaded into a Flexifloat barge which had been secured on board the ship and this was used to ferry the equipment ashore.

The *Merchant Providence*, having been unloaded, was about to begin its next and arguable most vital role in the project. To facilitate the

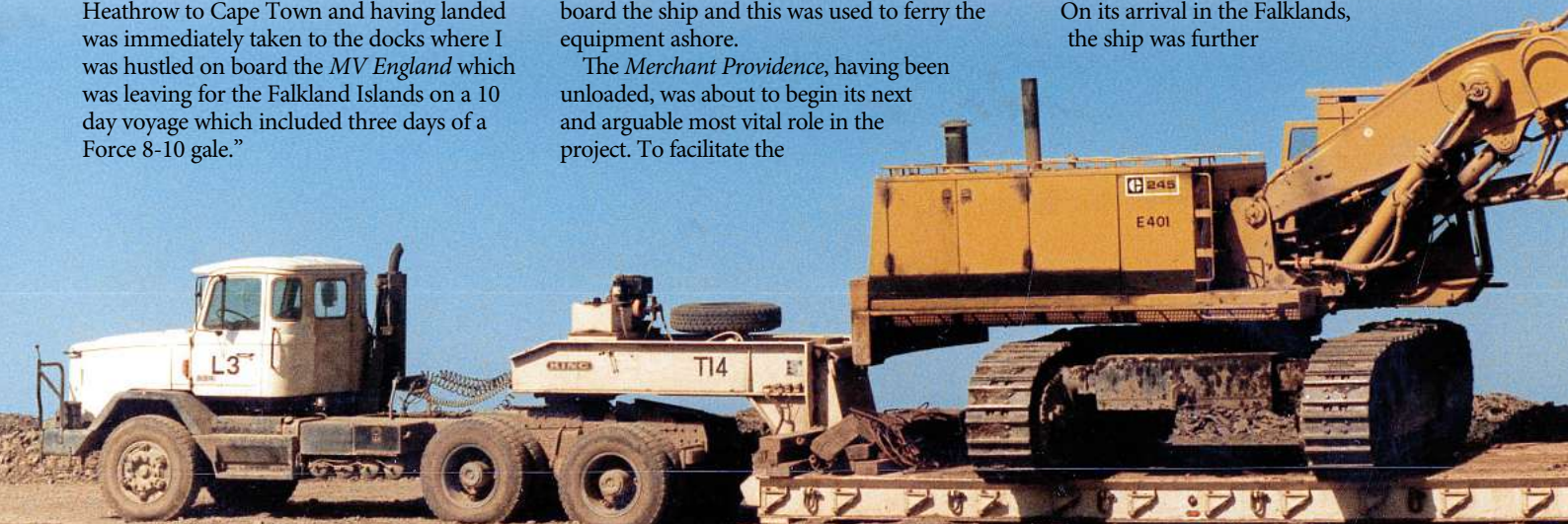
transport of further materials, a dedicated berth was established at the Avonmouth Docks. In the months that followed a total of four ships would move 750,000 tons of freight from Avonmouth to the Falklands making over 35 sailings in 33 months.

TEMPORARY DOCK

In the details of the original tender the contractor had proposed the use of a jetty head vessel as the quickest means of unloading freight and disembarking passengers. The plans did have an element of risk but it would mean that the time-consuming work of having to build a new jetty or dockside in a difficult location could be avoided.

Having selected the *MV Merchant Providence* as the vessel to be used for the jetty head, some alterations to the ship had to be carried out. While still in the UK the central derricks were removed to provide a clear area of deck, anchor points were fitted and the canteen area refurbished and enlarged. At the end of the project the ship was returned to its original configuration and eventually departed from the Falkland Islands returning to the UK carrying a demobilisation cargo.

On its arrival in the Falklands, the ship was further





A Caterpillar excavator and dozer made a good load for the S24.

converted to serve as the floating dock and jetty head and was secured to the shore by a series of specially built anchors and struts. The cargo on the ship for that initial sailing had included pieces of plant and the materials needed to construct the new jetty head. These included Caterpillar D6 bulldozers which had been carried as deck cargo. Unloaded by use of a Flexifloat which had also been on board the vessel, the D6 went to work immediately on the earthworks to create a rock-filled embankment to support a section of Bailey bridge which would connect the Merchant Providence to the shore. A section of the upper side of the ship was cut away and this enabled the Bailey bridge section to be connected. A marine tug hired from the MoD was used to position four heavy anchors and

under its own steam the *Merchant Providence* was moved into place during a very fortunate calm spell of weather.

Incoming cargo ships would moor alongside and would unload on to the deck of the anchored *Merchant Providence* using their own derricks and the ship's 150-ton derrick and the equipment would then be moved from the ship down the Bailey bridge and on to the construction site. During the initial stages of the project the ship was the centre of activity, not only handling the unloading of a steady flow of cargo but also providing accommodation for 75 workers and a communications centre. And it was to be the deck of the *Merchant Providence* which would give John his 'baptism of fire!'

Continued next month.



Moving a CAT D902 dozer.



Scammell L3 with a King low-loader off-loading a Cat 245 excavator.



The Scammell S24 together with one of the Leyland Landtrains.

CLASSROOM CLASSIC

Dean Reader meets 'Norman', an A35 van that spent 20 years teaching mechanics the tricks of their trade.

Words & photography: Dean Reader

Having a partner who works for a motor factor delivering parts is a big advantage for finding classics of all shapes and sizes lurking in garages, and often Sandra will come back and tell me what she's found.

Usually they are cars although some commercials do appear, and as her knowledge is not quite spot-on, I get a mobile phone image shown to me. That was how I came to make contact with Michael Eatough and his delightfully charming van Norman.

A local garage in New Milton, Hampshire, aptly named New Milton Motor Services, was storing several of Michael's classics while he was having a garage built at his home, and under the dust cover was a familiar shape that even Sandra knew was an A35

van – ah yes, I do teach her well you know.

Norman, as he would become known, was built on January 31, 1961, wearing an island blue coat; but straight from the off, there would be no high street shop and stop-start work for him, as he was destined for better things – depending on how you look at it. I suppose nowadays it would be more of a case of revulsion, as what Norman faced was little more than an autopsy; but if Haynes can do it...

For whatever reason, the Austin Motor Company decided to donate a van to Newcastle-Upon-Tyne Technical School, supplied via main dealers Murray &

Charleton Ltd in Newcastle. But instead of just sending along a van, a Northumberland registration plate was designated via sub-dealers J W Gibson in Ashington, so at least it would have some sort of identity, this being SJR 603.



Norman was donated by the Austin Motor Company to the Newcastle-Upon-Tyne Technical School in 1961.



Austin produced the A35 van between 1956 and 1968. The saloon car went out of production in 1959.

TEACHER'S PET

For the next 30 years, Norman lived in a large 'classroom' and was employed to train young mechanics and apprentices about the ways of automobiles and their workings. It's rather nice to think, or indeed hope, that there are some of those 'youngsters' reading this now, possibly having retired from owning their own garages throughout the late 1960s and 1970s; their own experience being passed on to the next generations. All this because they learnt from something as simple as an Austin A35 van.

So while it had a relaxing life, it was still one of work, being constantly stripped and rebuilt, stripped again, rebuilt and so it went on.

Eventually Norman became too old for training apprentices about the modern (then) technology ever developing; the van had outlived its usefulness and was sold to a Sheffield motor dealer in 1981. During this 20-year period, it had covered only 4700 miles; its low mileage is an outstanding feature and one which would lead to me not being able to really take it out during the photoshoot in 2014, as we'll see.

Michael tells me that eventually a charming lady who ran an antiques business as a sideline bought the little van and christened it Norman – I have no idea where the name came from, or indeed why any of us actually name our classics.

The lady sadly found Norman hard work – but when you consider that her normal car was a Jaguar XJS V12 automatic convertible, I am not surprised – and decided she wanted to find the van a good home. By now, this was 1998 and it had still only done 6610 miles, although with such an original life the paintwork was looking rather tired with many scratches and scuffs but no actual bodywork damage.



The interior is like new.

It was at this point that Michael became involved: "At the time I ran a business called LHE Finance. I specialised in providing leasing facilities for the bus industry and used to go to exhibitions and shows around the country. LHE had a trade stand and was a well-known player in the bus and coach sector."

As we stand back to look at the Austin, he continues: "I have a lifelong love of classic cars and to this day own a small collection of eight vehicles, including Norman of course.

"I needed a vehicle to put on to my trade stand. At shows I was always surrounded by new buses and coaches and the LHE stand simply had people standing around and plenty of brochures but, to be honest, looked quite boring. I got the idea of finding something I could signwrite and use as a publicity vehicle. I thought a classic sports car

looked too pretentious so my search began for a commercial.

"Reading my monthly edition of a classic car magazine, I saw a little A35 van advertised with an unbelievable 6610 miles, and that instantly grabbed my attention."

ADOPTION PROCESS

Michael guided me to the front and pointed to the number plate, explaining how that also helped him secure the gem: "I made the phone call and was actually interviewed to buy the van, no negotiations here. The owner was trying to find a good home, and not just any old home; she recognised that Norman was special.

"To make matters worse, or certainly it may have hindered my proposed purchase, earlier a motor dealer had tried to purchase it and let it slip the number plate was valuable.



It may not have done many miles but that engine's probably been to bits thousands of times.

Northumberland was a small county for registrations in 1961 and few cars were registered; the letter combination of SJR was deemed to be particularly valuable and had an estimated value of circa £3000 even in 1998.

"I explained my love for classic cars and why I needed a little van. She seemed satisfied and arrangements were made to view; me breathing a sigh of relief I have to admit."

With all this palaver, I was keen to know if the van was what Michael had expected, and he told me with enthusiasm: "Oh yes. The day arrived for viewing and I had that excitement that I am sure many of us have experienced when seeing 'your' car for the first time – I was not disappointed." He beamed and I smiled as I knew exactly what he meant.

He continued: "The owner was a charming lady who simply wanted Norman to be well cared for. I promised the number plate would remain and a deal was done for the full asking price. Again, still no negotiations as I knew the van was special and worth every penny. I have absolutely no regrets."

Norman became a celebrity in the area and well known in the bus and coach industry,

appearing at many shows and exhibitions, which was why the van was purchased in the first place, although now it was a case of being more of a family member than a mere business partner.

By now the A35 wore the LHE Finance livery of gold lettering on the sides and the Ringwood phone number on the doors, and when not in use was parked in the reception area of the premises.

Corgi made 5000 special-edition models and many of these were given to customers, and I was honoured to have one myself – do any readers remember the van or have one of these exclusive models?

During 2003, a public company bought LHE Finance but during the sale negotiations Michael made it clear that his extensive model collection, and of course Norman, did not form part of the deal. His young son loved this little A35 van so the family decided to keep it.

Later on, Michael accepted a non-executive directorship with Close Brewery Rentals Ltd so he had the signwriting changed to suit and once again Norman went to exhibitions and

shows, this time in the brewery industry, something that is extremely popular with the restoration of classic vans and trucks.

Our attention turned to the exceptional body condition, in fact the condition of everything; surely it was not 100% original? "It almost is," Michael confirms. "Norman remains a van without corrosion of any kind, never welded or damaged and totally unrestored. In general, it is an original van in every respect although I have treated it to a new coat of paint and new glass.

"The students during its working days scratched and marked it and even etched the glass, so I wanted to make it the best I could. Even the inside of the load area is untouched and houses the 1961 spare cross-ply. In fact it was only very recently that I had the outer tyres changed."

I had to ask that most awkward of questions about whether the van was used or even driven anywhere; Michael confirming that it was but only on dry, sunny days. In fact, on the day of the shoot, the road was wet and he didn't want to drive Norman too far, which I respected, naturally. He did tell me though that he gained second prize at the A35 Club's International Rally in Winchester last year, losing only to a very recently beautifully restored van which was fresh out of the paint shop.

And so what we have is a cracking original A35 van that has done only 8724 miles from new; one that drives perfectly and is believed to be the lowest-mileage original van in the world.

I asked him one more time if I would see it at shows around the area, and smiling he simply said: "I do intend to use it a little more often but with seven other classic cars in my ownership I am never without a nice car to drive." But I did notice Michael look up at the sky!

I would like to thank Michael for allowing me to view the van and James at the classic car-friendly New Milton Motor Services (01425 621444) for moving cars around to enable me to snap away.





That's the original spare waiting to be fitted.

Can you help?

Michael says: "The early records consist of a Kalamazoo card which is initialled or signed by the teacher in charge of the van. The first entry is from a Mr A Greener who signed off maintenance from June 27, 1961, to May 29, 1964. This was followed by Mr E Short from February 17, 1965, until May 17, 1967, and Mr C A Willis until July 1970. After this, teachers simply initialled the records. However, I'm still looking for any more of the van's history, but more so a photograph of it at the college or any written information from former students. I will offer £100 for a good photograph and £50 to the first person who can provide additional information – in writing of course."



Michael has had to tidy up the paintwork, but other than that the van is as it left the factory.

"I made the phone call and was actually interviewed to buy the van, no negotiations here. The owner was trying to find a good home, not just any old home."





HOT OFF THE PRESS





The restored Foden parked outside the Strathmore Vintage Vehicle Club's state-of-the-art club building.

Lyall Norrie of the Strathmore Vintage Vehicle Club recently finished restoring a Foden, which used to belong to one of the most important fleets in the history of Scottish transport. **Bob Weir** was given a sneak preview, before the lorry finally takes to the open road.

Lyall will be well known to many lorry enthusiasts north of the border. He lives in the market town of Forfar in Angus, and has been restoring old vehicles and machinery since 1974. He first cut his teeth on horse-drawn ploughs, before progressing on to vintage tractors, and eventually settling on old lorries.

His impressive list of achievements includes a vintage farm cart that was commissioned by the BBC for the programme the 'Seven Wonders of the Industrial World', and now sits in the Strathmore Vintage Vehicle Club's (SVVC) state-of-the-art clubhouse near historic Glamis Castle.

"The SVVC was founded back in 1968," he explained. "The club organises the annual Scottish Transport Extravaganza, held each July at the castle. Starting off from humble beginnings, the rally has steadily grown to become one of the top vintage vehicle shows in Scotland and numbers more than 1000 entrants. This year we celebrated the event's 40th anniversary, and were thankfully blessed with two days of fine weather."

Bridge View House is the club's new headquarters, and was completed in 2010 at a cost of £150,000. It was the realisation of a near 20 year dream. It took a big effort over a long time to raise the money, and erect purpose-built premises to house all the club's activities. It also holds regular vintage vehicle and machinery auctions, which attract buyers from all over the world.

"In 1991 a feasibility study was completed for a club HQ," said Lyall. "But the project did not really get off the ground until late 2008, when the operation began to clear the old railway station site just north of Glamis."

Contractors were involved in aspects of the project, but countless hours of hard work by the SVVC committee and club members have helped to bring the scheme to its conclusion. Foden 4968 SR is also another labour of love that has taken Lyall and his friends many years to restore.

"I bought the lorry in the Willie Smith estate sale also back in 2008," he recalls. "Willie acquired the vehicle from Kings & Co, the haulage company that took over Callander Transport back in the late 60s. I had been badgering Willie for many years to sell me the

lorry, but he wanted to hang on to it because of its local connections. When I eventually got hold of the vehicle, it was in very poor condition.” Long overdue, in fact, for a full ‘bottom up’ restoration!

Lyall and his friend Ian Johnston, restore their vehicles at an acquaintance’s farm, just outside Forfar. Lyall said: “Ian works as a mechanic for the Post Office, and I have known him for years. He is very good at restoring old vehicles, and his credits include an old Albion Claymore and Chieftain” (both featured in *Heritage Commercials* No 218).

Yet despite Ian’s formidable track record, if it hadn’t been for some vital spares the project would never have got off the ground. “Despite our best intentions, if it hadn’t been for Foden enthusiast John Sanderson down in Cheshire, the lorry would have probably ended up being sent for scrap,” said Lyall. “The vehicle’s condition was that bad. Fortunately, one of my friends, Kevin Rae, met up with John down at the 1000 Engine and Vintage Rally held at Sheldon. Once he heard of our plans, he decided to help us out. Crucially, he was able to supply a reconditioned diff with all new bearings, which was essential for the rebuild.”



The Foden about to be towed from the Willie Smith sale.

A GIANT OF HAULAGE

During its heyday, Callander Transport was one of the biggest haulage companies in Scotland. Using the company motto: ‘The Wheels that never sleep’, it was founded by David Callander Snr, back in 1883. By the time of the company’s golden anniversary, it had grown to become one of the largest employers in the area.

At its peak, Callander employed more than 200 men to drive its fleet. In the early years

they used mainly Dennis vehicles, but later moved to Foden and Commer. These versatile vehicles could handle a wide variety of loads, and included tippers, removal vans, livestock transporters, as well as general haulage.

At one point the fleet of over 50 vehicles was hauling more than 100,000 tons of goods each year down to the docks at Dundee for shipment to London. Known locally as ‘Caley’ lorries, these ranged in carrying capacity from 30cwt to 12 tons. All the vehicles were kept under one roof at the company HQ in Roberts Street near Forfar town centre, and were maintained and serviced in-house.

Having got the bit between their teeth Lyall and Ian stripped the Foden down to the bare bones. “As a rule,” said Lyall, “we used to work Wednesdays and Saturdays. The biggest problem was the rear end of the lorry, which was completely gone. The chassis was also nothing to write home about. I remember the problems we had towing the lorry back from the Willie Smith sale behind one of the SVVC club’s tractors. There’s this bridge on the way out of Forfar, and as we crossed over the bodywork began to disintegrate. We ended up having to pull in to the side of the road, and tie it all back together using ropes.

“That wasn’t all. The tubes were sticking out of some of the tyres, and it was a horrendous journey. At one point a police car slowed as it passed by, and the officers gave us a queer look. I think they had half a mind to pull us over, but thankfully thought better of it.

“I subsequently found out that a man up the road in Arbroath had taken the half shafts off the lorry in order to get it to the sale in one piece. I phoned him to find out if anything was wrong with the Foden, but he assured me that removing the shafts just made it easier to move. As it subsequently turned out the back end was locked solid, and simply wouldn’t turn. Fortunately Kevin had picked



Lyall Norrie (right) and volunteer driver, Eck Steele.

Specification

Make/model:	Foden FG6U/24
Year:	1963
Registration:	4968 SR
Chassis no:	52244
Engine:	Gardner 6LX
Transmission:	12-speed



up a new diff on his way back from the Sheldon rally, otherwise we would have been in serious trouble.

CRACKS AND GLASS

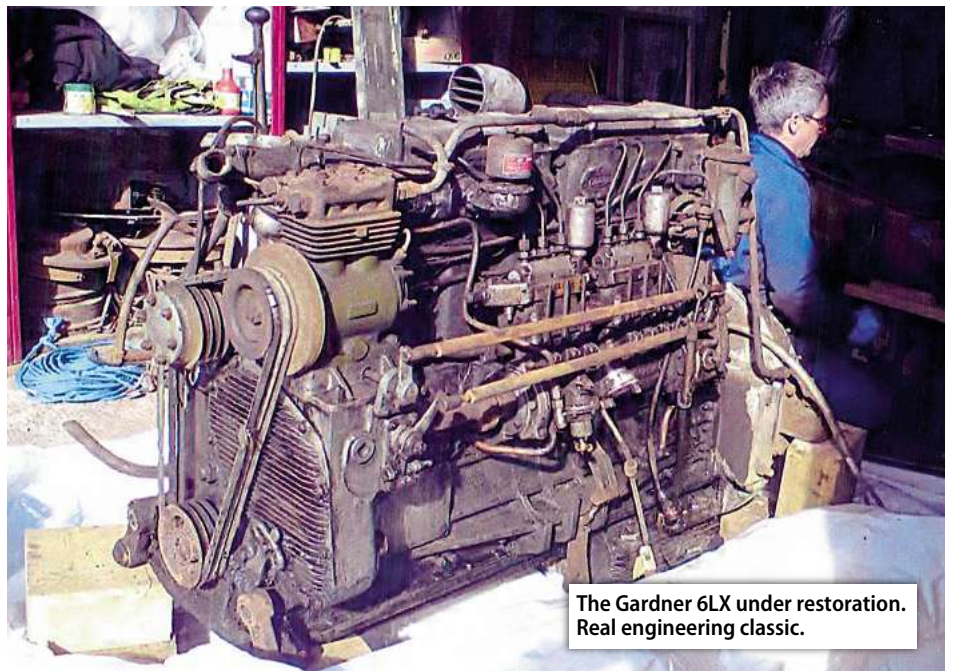
“At least the chassis was capable of being rescued, despite all the cracks. It took a lot of welding but we got there in the end. Mechanically the lorry was in better condition, and we knew it had been returned to Foden in 1975 to be replated. There were the usual oil leaks, and we replaced all the gaskets.”

Lyall recalls that one of his biggest problems was refitting the glass into the cab. “That was a nightmare,” he said. “We fitted the doors before trying to replace the glass. The glass is important, because it stiffens up the cab. Without it there’s no real strength, and the curve of the glass really holds things together. Unfortunately, halfway through the job everything moved, so we had to refit the doors. I rang up a friend to ask his advice. He suggested I put the window up against a wall and kick hell out of it! We ended up getting a rubber hammer, and kept at it until we got it into place.”

Lyall was determined to restore the Foden’s paintwork in the same colour as its original owner, Callander Transport. He said: “We did the groundwork by slapping on the primer, before we brought in a professional painter to finish the job. Doug Ramsay also comes from Forfar. He is retired now, but used to work for Keillor, the well-known local coachbuilders based in Dundee. We were racking our brains for the old Callander phone number to put on the door of the lorry, and fortunately he could remember it. Apparently Keillors had done a lot of signwriting for Callander Transport, back in the days when the company was using Commers.

“We knew the right shade of brown, despite the fact the lorry had been painted yellow by Kings later on in its career. When we were stripping it down, we found a scrap of brown paint where the old indicator had been. Also one of our club members used to work for Callander, and he could remember the exact shade. According to him it wasn’t an off-the-shelf paint, but had to be specially mixed.”

As the restoration drew to a close, Lyall’s thoughts were already turning to driving the lorry, in particular coping with the 12-speed gearbox.



The Gardner 6LX under restoration. Real engineering classic.



“I actually knew one of the drivers who had driven 4968 SR back in the old days,” he said. “He’d already promised me that once the Foden was restored he would show me how to use the gearbox. Unfortunately he passed away a short time ago, but Ian has managed to figure it out.”

According to Lyall, DVLC at Swansea has still got the lorry classified as a tar sprayer. He said: “The lorry was still covered with tar when we got it. It took ages to get the stuff off, as it was an inch thick in some places. You can still see the fitting on the back, where the sprayer was hooked on. That’s also why we kept the fifth wheel on the back, to keep it legal. Obviously, we’ve covered it with a wooden box.

“Once we’ve sorted out the insurance, we’ll probably take it to a few rallies. In the longer term it would be fitting if the lorry ended its days with a member of the Callander family.”



The interior is as new.

MARITIME MOVERS

Next to walking, boats are man's oldest form of transport, and thousands of years of development and innovation have brought them from hollowed-out tree trunks to today's advanced craft. However, one thing that's probably never been too high in the boat designer's mind has been moving them about on dry land. This must make transporting them by road

among the most challenging of haulage tasks – and here's a selection to demonstrate.

As per usual though we have very little information with any of these photos, so if you can help fill in the gaps please write in or email. The addresses are on page 43.

This is Church Street, Littlehampton, West Sussex, circa 1949. The lorry is an ex-military Bedford operated by the ARC Marine Co, also of Littlehampton, and the load is a new cabin cruiser. NA3T photo ref CG00222-06d1.



This sailing boat was priced at £1390 complete with sails, and was being transported to an exhibition (note the steps at the back) for the Glasgow agents of Folkboat by this Caledonian Albion, fleet number 432. NA3T photo ref V200900.



A bit more up to date now for this 1980 DAF 2800 belonging to Kevin Henderson Yacht Transport of Chichester. The lorry has not been on the road since 1996. NA3T photo ref JLC00244-03.





A BRS Maudslay Maharajah unloading launch Pladda at the London Docks (Royal Group) in 1951. The fleet number is unclear but may start '43'. NA3T photo ref Hu02767.



I really like this! The vehicle is a converted AEC Regal bus, and is being used to move the motorboat Sea Hawk. It's pictured in the village of Great Witley near Malvern on September 26, 1965. NA3T photo JM01011-16.



London Docks (Royal Group) again in 1951, and another BRS lorry unloads a motor launch. This time the lorry is a Leyland Steer, previously owned by Aitken and Sons before nationalisation. Note the trailer. NA3T photo ref HU02773.



This Debbage Volvo F7 was photographed in the M6 Corley Services in September 1993, moving what appears to be a lifeboat. NA3T photo ref JLC00278-27.



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www.transportphotos.org



This M Lynch & Sons Bedford was photographed squeezing the wheelhouse of an old boat past a Bedford CA and a Triumph Herald on Lower Rainham Road, Gillingham, in 1963. NA3T photo ref VS02626-B.



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

We'll change things round now and have a lorry being moved by boat. This Army exercise took place in 1963, and I like the combined loading/off-loading ramps and platform for carrying the lorry on two boats - but I wouldn't fancy doing it myself. NA3T photo ref VS02615.



And as a complete change now, we'll have a lorry 'being' a boat! This advertising vehicle for Player's cigarettes was photographed in 1960. Anybody know what vehicle is lurking underneath? NA3T photo HuG0340.

TREADING LIGHTLY

With an imposed ground pressure as low as half that of a man of medium build, Foremost soft-terrain, all-weather terra-tyred and tracked vehicles are in service in 40 countries. **Ed Burrows** recounts the history of a business whose technology has been honoured by a Canadian postage stamp.

Words: Ed Burrows **Photography:** Foremost Industries, Niels Janson

A Delta 3 with old-style cab, typical of Foremost 4x4s and 6x6s supplied predominantly in the 1980s for airfield crash-fire-rescue duties.



Introduced in 1977, the eight-wheel drive, frame-steer Magnum 4 was designed for transporting oil pipeline sections. Suspension was via walking beams on both bogies. Load capacity was 70 tonnes.



A pivot-steer 6x6 Delta 3 with extra cab protection structure. Fitted with a digging derrick, it was supplied to Manitoba Hydro in 2010.



The first Husky 8 model was produced in the late 1960s. This example has the original in-house designed and built cab.



Tundra – sub-Arctic sinking bog – covers vast tracts of northern Canada. Buried beneath are immense reserves of oil, gas, iron, tungsten, uranium, silver and gold; 10% of Russia's land area is tundra, and similarly well endowed.

If you want to get plant and equipment in place to exploit these mineral and hydrocarbon riches, ask a Canadian – or more specifically, Foremost. The Russians do. To the extent that during the course of the past five decades, many hundreds of Foremost extreme terrain vehicles have been purchased for service in the vastnesses of northern Siberia.

When it comes to treading lightly and transporting a heavy load, Foremost low ground pressure wheeled and tracked high mobility vehicles are, as the name implies, out in front of anything else on the planet. They are ultra-special, in every respect.

CANADIAN BORN

Although Canada has had its fair share of truck and other motor vehicle assembly plants, wholly indigenous manufacturers have been few and far between. Even Pacific and Hayes, despite the prodigious reputations gained by their products, were not durable enough as businesses to survive in the onslaught of higher volume US producers and the switch away from old growth big tree timber extraction to plantation culture. To have survived and flourished and become the nucleus of a substantial and growing oilfield equipment business is credit to the quality of Foremost's engineering ingenuity. Commercially, of course, even though Foremost occupies a niche market, the size of Canada's oil and minerals sector must also provide a source of reassurance for the future. In proven oil reserves – much of which remains untapped – Canada is second only to Saudi Arabia.

A high proportion of Canada's oil wealth is in Alberta. And deep, squelchy, swampy Alberta muskeg – from the word for low-lying marsh in the language of the native North American Cree tribe – presents a transportation challenge as daunting as tundra. But for Foremost Industries, that's home from home. Its headquarters are in the province's capital, Calgary.

Foremost traces its origins to the 1950s. The kick-start was the inability of wheeled vehicles to travel over muskeg. In the reverse of what the layman might expect, in those days oil prospecting and drilling operations were only possible in sub-zero winter working conditions, when the muskeg is covered by snow and the water it holds freezes solid. Once the summer thaw set in, activity all but ceased. While muskeg might look deceptively passable after the winter melt, the sphagnum moss which proliferates can sponge up to 30% of its own weight of water.

To extend the exploration season, in 1952 Imperial Oil designed a wide-tracked transporter with a theoretical payload capacity of five tons. One of its contractors, run by Bruce Nodwell, was asked to build it. Nodwell had a reputation for creative improvisation and innovation. Self-taught and claiming to have learned nothing at school, he benefited from experience gained from jobs working in a broad variety of mechanical and electrical trades. An early example of his innate talent showed itself while working for the British American Oil Company on an oil refinery project. He constructed an urgently needed pipe threading machine out of old car parts. It was highly successful.

In contrast, the two vehicles built for Imperial Oil were failures. But Bruce Nodwell quickly recognised how Imperial's design could be improved. He decided to engineer a



High, wide and handsome at 14ft 7in tall and 12ft wide, the 8x8 Commander Tri-Axle has a designed gross of 84 tons, at which weight ground over-pressure is only 14.4psi at 3in surface penetration.

Under test, a Husky 8 rigid with the current cab. The front and rear undercarriages are mounted on turntables.



An earlier-generation Husky 8 operating as a crane carrier on a remote area construction contract.



A Nodwell 240 photographed in Russia in 2008. Foremost vehicles were first supplied for opening up Siberian oil and gas resources in 1966.

vehicle himself. Although over a dozen were sold, further development was needed. The next version was effective enough for Imperial Oil to buy 30. Continuing development resulted in track and suspension system refinements. The result was a light two-axle vehicle, the Nodwell Scout. This was followed by a three-axle version known as the Tracked Truck. The Tracked Truck was followed in turn by a four-axle vehicle, the Nodwell 110, capable of carrying 5.5 short tons. Introduced in 1957, the 110 had 32in wide flexible tracks. Few vehicles have better withstood the test of time. In evolved form, Foremost is still producing Nodwell 110s today. By the 1970s they were being exported to Russia, China, Iran, South American countries and elsewhere. The Nodwell 110 became an emblem of Canadian industry and was given the accolade of depiction on a Canadian stamp. But success went sour...

Some of the early models suffered persistent mechanical reliability problems. A backer pulled out, resulting in the formation of a new business, Robin-Nodwell. An early order was for the US Army, for 45 units. The feedback was unprecedented. Unlike every previous civilian vehicle purchased off-the-shelf, the US authorities signed off on the Robin-Nodwell as being fit for military service without modification. Kudos indeed, but it was not enough.

Friction with his partner in the business, Robinson Machine & Supply, caused Bruce Nodwell to quit and set up Foremost with his son Jack. They were in their element. Jack Nodwell combined electrical and mechanical odd-jobbing with studying at university. During his 1962 summer vacation he built a track-laying agricultural tractor. He registered Foremost as a company a year later. Foremost's early years were financially rocky. The Robin-Nodwell company instigated a lawsuit against Bruce Nodwell on intellectual property grounds. The court found in Bruce Nodwell's favour – although it was not until 1976 that Foremost was able to reclaim use of Nodwell as a trade name.



Designed for drilling on steeply sloped terrain, the Explorer 1500 drilling rig carrier incorporates hydraulic deck levelling and a dozer blade ground anchor.



FOREMOST
 SUPER TRACKED CARRIERS
 MODELS 6T, 8T and 30T
 AN EVOLUTION IN OFF HIGHWAY VEHICULAR DESIGN

An early limited-production Foremost tracked carrier based on Ford automotive units

INTO SIBERIA

In 1966, Foremost's highly capable snow-to-swamp soft terrain vehicles came to the attention of a Soviet Union trade delegation to Alberta. The federal minister who was hosting the visit recognised that Foremost had solutions likely to provide a key to opening up northern Siberia. After weeks of negotiation, orders were placed for 32 vehicles. Foremost was well and truly on its way. Orders from Russia have been flowing ever since – so much so, the company's only base outside North America is in Moscow.

The present Foremost range of vehicles covers five basic frame-steer specifications equipped with high flotation terra tyres and eight basic tracked models. Beyond that, Foremost Industries has diversified into the manufacture of drilling rigs and associated equipment. While the defining formulae applying to both tracked and frame-steer flotation tyre types have remained constant, specifications have been progressively upgraded in tune with

market opportunities. Across the range, engine outputs and load capacities have been significantly upped in recent years. Most models use a common cab system available in 2-, 4- and 8-man and half-cab configurations, also available with roll-over and falling-object protection structure.

Foremost vehicles are typically used for oilfield equipment transportation and logistics, oil pipeline construction, the construction and maintenance of remote utility plant installations and for geophysical exploration. Chassis have also been supplied for airport emergency crash-fire-rescue appliances. Payload capacities range from 10 to 40 short tons. Load decks can be set up with equipment such as on-board excavators, aerial lift buckets, welding units, seismic survey

recording shacks, water and fuel tanks and drilling systems. The range also includes coach bodied models on 3-axle rigid chassis, equipped to take oilfield personnel long distances in relaxed comfort in the harshest climate conditions.

The choice between tracked and flotation-tyred specifications depends on roles and ground conditions. Foremost tracked vehicles are in three basic series, Nodwell, Chieftain and Husky.

The Nodwell series of vehicles are twin-tracked, have hydrostatic drive and are available as flatbed load carriers or fitted out



A Foremost's natural habitat is far from any road. This Commander tridem with skid-mounted drilling rig was photographed in Greenland. Forging depth is 5ft 5in.



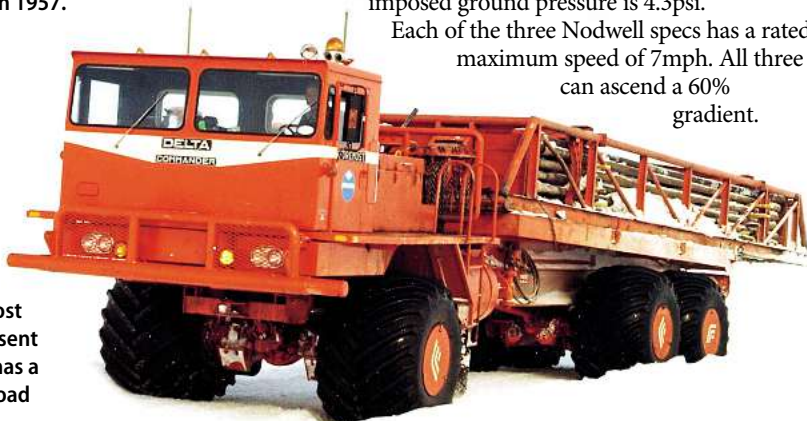
Foremost grouser-type tracks run on rubber tyred idler wheels. Combined with high track flexibility, the system ensures compliant ground contact for balanced over-pressure.



A truck on tracks: current spec Husky 8 4-track transporters have a 440bhp CAT diesel. Designed gross is 87.25 tons.



The current Nodwell 110 is a much developed descendant of the original 110 model introduced in 1957.



A Delta series transporter with older style Foremost cab. The present Delta c 6x6 has a 13.6 tonne load capacity.



The ground pressure imposed by a man standing is upwards of 8psi. At full load with 6in surface penetration, ground loading of the Husky 8 is only 4.62psi.

with equipment such as dozer blades and cranes. Steering and drive functions are joystick controlled. For tight manoeuvring counter-rotation of the tracks can be selected. Standard spec 110 and 240 models respectively have 240bhp and 250bhp Cummins units and payloads of 11.5 and 16 tons. Both have 40in wide tracks running on 7.50x20 tyred wheels; the 110 has pneumatics, the 240s are of the permafrost type. The 110 has an independent crank-arm/coil spring suspension. The 240 has a walking beam setup.

GROUND PRESSURE

Pounds per square inch (psi) ground loading is a key indicator of marginal terrain abilities. The 110, 240 and 320 have full-load ground pressures of 3.8, 4.3 and 5.79psi respectively. By contrast, a man of average build, between standing and walking, exerts pressures of from 8 to 20psi.

The Nodwell 320, chiefly used for carrying vibroseis seismographic survey equipment, has a 500bhp Cummins QSX-15 diesel and a load capacity of 27.5 tons. Track width is 40in, wheels have 10.00x20 pneumatic tyres and suspension is by walking beam. At its designed maximum gross payload of 15 tons, imposed ground pressure is 4.3psi.

Each of the three Nodwell specs has a rated maximum speed of 7mph. All three can ascend a 60% gradient.

Maximum side slope angles are 40% for the 110 and 240 and 30% for the 320.

Foremost Chieftain and Husky types are four-tracked, with track widths of up to 56in. The three 15-20 ton payload capacity, frame-steer Chieftain models – C, D and R – each comprise a cab/engine front unit and load platform. Both front and rear track sets are mechanically driven. The much larger Husky 8 has a rigid frame with undercarriage-mounted track pairs. Whereas the torsional coil sprung 300bhp CAT engined Chieftain C and front torsional coil/ rear walking beam suspended 375bhp CAT powered Chieftain D have grouser-type tracks; the airbag suspended 375bhp CAT engined Chieftain R – designed for operating in fragile ecosystems where environmental protection legislation is exceptionally stringent – has rubber band tracks running on wide wheels. The C model's full-load ground pressure is 4.0psi (and 4.8psi for longer load platform option). Equivalent figures for the D and R models are 3.4 and 4.4psi.

The Chieftain C, D and R have maximum speeds of 15, 12 and 20mph respectively. Side slope and gradient abilities are 40% and 60% for the Chieftain C and 30% and 50% for the D and R models.

With rigid frame front and rear turntable-mounted undercarriages, the 440bhp CAT C13 engined Husky 8 is Foremost's biggest tracked transporter. Rated payload capacity is 40 tons. Despite grossing 87.25 tons with maximum payload, the imposed pressure is only 4.62psi at 6in surface penetration. The front undercarriage has torsional coil spring suspension; the rear unit is a walking beam setup. Length is 46ft 6.5in, width is 12ft and fording depth is 6ft. The slightly smaller twin-undercarriage Husky 6 rigid is optimised for mounting an excavator at the rear of the load platform. Maximum speed of the two Husky models is 9mph and both are capable of



A 38.5 tonnes GVW, 18.2 tonnes payload 6x6, the Nomad seen here has sand tyres in place of standard 66x43.00 25-12PRs.

traversing a 40% side slope gradient. The Husky 8 has a 60% maximum full load gradient performance. The corresponding figure for the Husky 6 is 50%.

Foremost's present range of flotation tyre, frame-steer transporters comprises 2-, 3- and 4-axle types, each with a 2-wheel, driven-axle front end with a forward-set cab. An earlier model, the 70 ton load capacity Magnum 4, was an 8x8 of extreme size and load capacity.

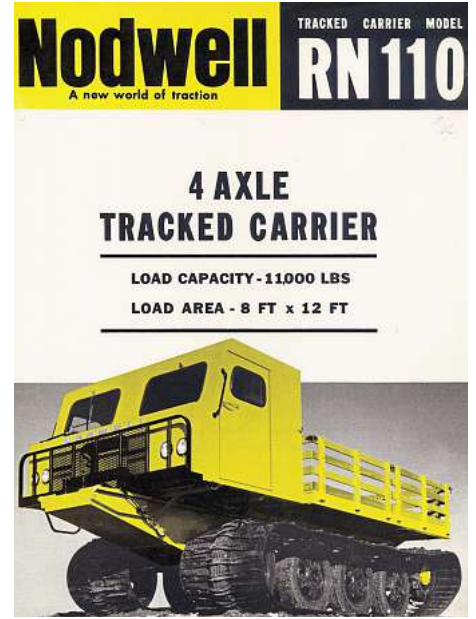
Introduced in 1977 and specifically designed as a pipe transporter, the Magnum 4 featured a low-mounted, offset cab, allowing it to carry pipes of a length that extended beyond the front of the vehicle. Both front and rear bogies incorporated Hendrickson walking beams. Frame articulation was well aft of the front unit; the load deck (with hydraulic pipe bunks) was a rigid structure mounted on two turntables, one above each bogie. Tyres were high flotation 66x43.00x25 Goodyear Terra Grips. Spec options included a 465bhp 12V71-T Detroit Diesel or a 450bhp Cummins. The engine installation was forward of the front bogie. Drive was via a Clark full powershift transmission with torque converter lockup. With justification, Foremost described the Magnum 4 as the ultimate heavy hauler for tough terrain. In 2010 one of these vehicles was rebuilt by Foremost and fitted with the current-spec tandem half-cab.



A Nodwell 110 of the current generation operating in the Burmese jungle. The payload is now 11.5 tons, more than double the original spec.



Power of the current-spec Delta 3 is more than double the 200bhp of this earlier generation model.



One from the archives: a brochure front cover from the Robin-Nodwell era.

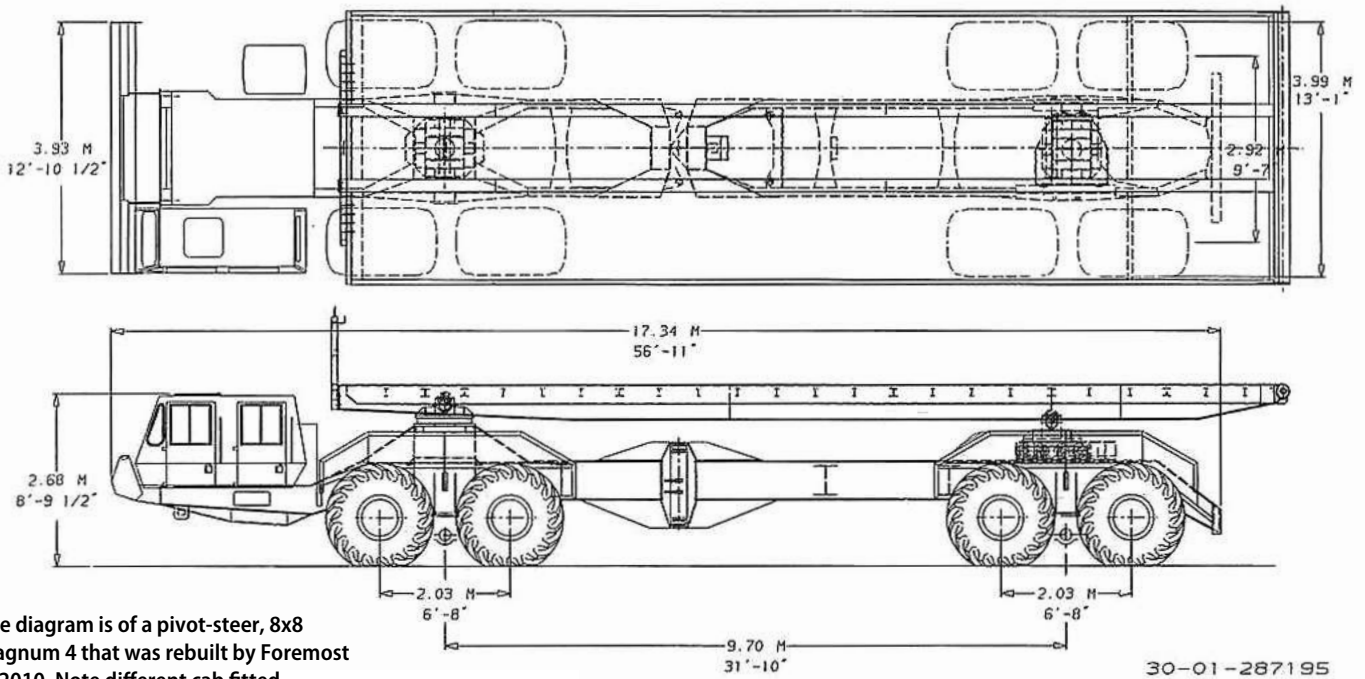


The biggest truck in Antarctica? This Commander C has a back-to-front reversed cab, customised for launching sub-orbital scientific balloons.

The Commander C's power unit is a Cummins QSX-15 developing 500bhp teamed with torque converter/powershift transmission.

Although Foremost previously catalogued 12.5 ton payload Marauder load carrier and 20 ton capacity Nomad desert exploration 6x6s, the present range of frame-steer wheeled transporters comprises the 10 ton payload Delta 2 4x4 and 15 ton payload Delta 3 6x6 – with 200-325nhp Caterpillar options – together with two Commander specs, the 30 ton load capacity C type 6x6 and a 40 ton payload tridem bogie 8x8 option. Both these are spec'd with a 500bhp Cummins QSX-15. Delta and Commander types incorporate a fully-floating front axle suspended on torque-arm stabilised semi-elliptics. The rear axle of the Delta 2 is solid-mounted. The 2- and 3-axle bogie models have walking beam rear suspension. The 32ft 5in long/10ft 8.5in wide Delta 2 and 38ft 5in long/10ft 8.5in wide Delta 3 each has Goodyear Super Terra Grip 66x43.00x25 tyres; 16-ply units optimised for tundra are an option.





The diagram is of a pivot-steer, 8x8 Magnum 4 that was rebuilt by Foremost in 2010. Note different cab fitted.

The Commander C is 51ft 8in long/11ft 6in wide; the tridem variant is 57ft 10in long/12ft wide. Both Commander specifications are available with 1050/50R25 radials or 66x43.00x25 20-ply tyres. All four basic models have torque converter automatic transmission. They are capable of around 20mph and are engineered to traverse a side slope of up to 30% and ascend a gradient of up to 50%.

Rated full-load imposed ground pressures for the various terra tyre models are: 6.1psi, Delta 2; 7.5psi, Delta 3; 11.7psi, Commander C; 14.4psi, Commander tridem bogie.

The overall product portfolio includes a terra-tyred crew bus and drilling rig equipped oil, gas and minerals prospecting vehicles

engineered for operation on steeply sloping ground. Two of these have articulated frame steering and high flotation tyres. They are equipped with a dozer blade for site preparation and anchoring. The Prospector W750 has a 180° pivoting drill mast. The Explorer 1500 has a hydraulic levelling deck, allowing vertical drilling regardless of gradient. A further type with hydraulically jacked deck has crawler tracks.

Foremost vehicles operate in adverse environments in around 40 countries. Some years ago, a lighter payload model was even exported to Scotland – and units have recently been supplied to the British Antarctic Survey. What works in the sub-Arctic, Antarctica and across muskeg, tundra

and swamp performs equally well at the opposite extreme, across waterless desert wastes. As may be expected, for the specialised movement of high value equipment in conditions likely to be iffy for conventional oilfield trucks, sand tyre equipped Foremosts are vehicles of choice in the oil regions of the Arabian Peninsula and elsewhere in the Middle-East. Vehicles are also in service in countries and territories as diverse as China, Greenland and the jungles of Burma. And you never know. One day Foremost high flotation tyre or tracked vehicles may even be seen in action in the British Isles, if fracking ever gets under way in peat bogs and marginal hilly terrain.

All Foremost vehicles whether wheeled or tracked have impressive fording ability. The Delta 3, seen here, has a designed wading depth of 4ft 6in.



The farmer's FRIEND

Dave Bowers goes to see Richard Abbott's latest vehicle – a 1930s Ford restored to as it would have been in its working days.

Words: Dave Bowers Photography: Dave Bowers/Richard Abbott

The day Richard Abbott arrived home with some salvaged milk churns to make a 'load' for his newly restored Ford AA flatbed lorry terminated a 12 month project which was successfully accomplished at the minimal overall cost.

Richard further underlined this point after I arrived at his arable farm which is located near Ormskirk in Lancashire: "We restored this 30cwt, twin rear-wheeled Ford in exactly the way in which it would have been kept on the road in the old days. That's without paying out lots of money, just as we would have done in the old days – doing only what we could get away with. And we didn't go around scouring the countryside for any parts that we needed on most occasions. Many of these were made from scratch. I only wish we'd had an English wheel that we could have used to make up a set of new front wings for the Ford."

HISTORY

Found on a nearby farm at Heskin-in-Th-Field, near Charnock Richard, where it had rested beneath a large pile of rubbish for many a year, the Ford AA was acquired from Jim Waterworth, who had previously bought it with a view towards a rebuild, although this never came off for whatever reason. So it was then passed on to Richard with the proviso that the names of Jim and his wife Elaine should be included in the signwriting on the doors after the work had been completed.

The Ford came as a package with a second vehicle which had been converted into a tractor at some time or other, with the addition of a second gearbox which was necessary to enable it to use farm implements at low speed. Formerly used on a poultry farm near Garstang for a good number of years, this 'tractor' modified

Ford came in useful to supply a few spare parts, although the main chassis, engine and the two gearboxes were set aside, with no immediate purpose for these being apparent at present.

Richard continued: "We don't know anything about the history of the Ford we've restored, but I would guess that it was built around late 1934 to 1935. It was suggested by John Charlton of Kessingland, Suffolk, who knows a lot about Ford AA trucks, that it's an early 1935 model. So it would have been one of those built at the new Dagenham factory after production moved there in 1931 from the earlier Trafford Park factory outside Manchester. Trucks made at Dagenham all had pressed steel cabs although this one came with an earlier type of wooden cab. I would guess the original steel cab had rotted out and was then replaced with a wooden cab of the earlier type that had lasted a lot better."

RESTORATION

It didn't take long for Richard to surmise that an earlier attempt to restore the vehicle had been started but then abandoned, which was to pay off in some ways, although there was plenty to keep his team of volunteers busy. These included Mick Hardman, who Richard praised for having infinite patience when it came to body preparation work, such as filling, smoothing down and painting; and also John Branson, who brought his joinery skills to the fore, even though this isn't what he does for a living.

Richard unassumingly describes himself as the mechanic and fitter of the three-man team he brought together on a voluntary basis to restore old lorries, starting off with a pair of Austin K4 lorries,



The history of the Ford is not known, but it is believed to be a Dagenham-made lorry, fitted with an earlier wooden Trafford Park-made cab.





Owner Richard Abbott (standing) and John Branson at the wheel.



The basic interior – what more do you need?

as featured in the October 2012 edition of *Heritage Commercials*.

Going back 20 years in terms of lorry design from the Austins to the Ford was a further step backwards into the unknown, although all was well the first time the side valve, 3.3-litre 40bhp engine was run up for the first time in many years. This didn't throw up any worrying or serious issues, which was just as well considering Richard's commitment to keep any expenditure within bounds; replacing the big-end, white-metal bearings would have soon blown his cash-restricted budget apart.

"All we noticed at first on the engine was the need to replace the cylinder head gasket," Richard explained. "We could see that all the pistons were okay, and there was no significant

wear to the bores. So we left the engine as it was, together with the four-speed gearbox, which proved to be the right thing to do."

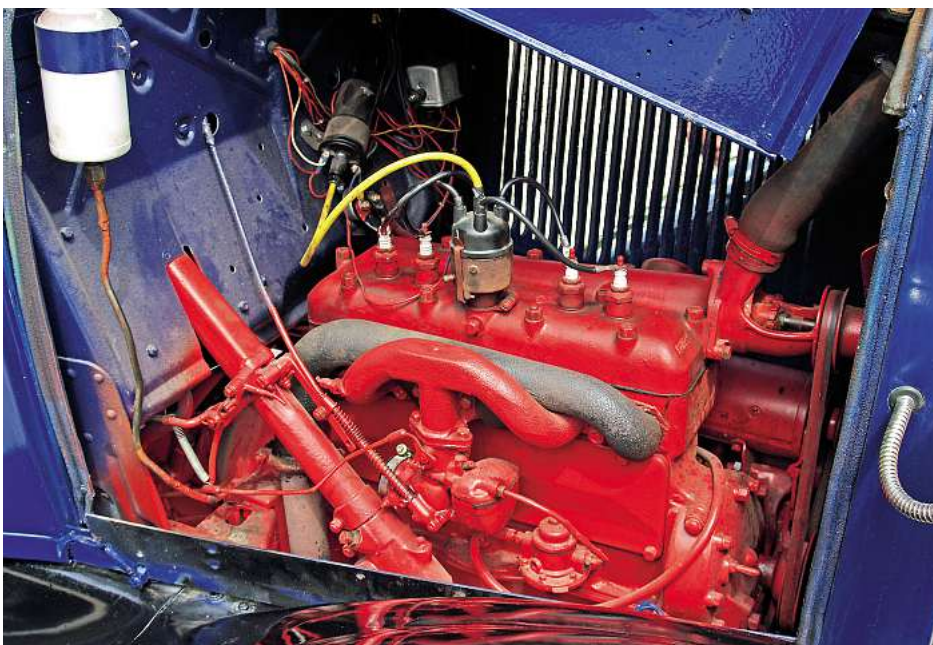
The only other significant items of expense involved arranging for the radiator to be recored, which was done by the Phoenix Radiator Company of Chorley. A set of two front tyres was also required.

The Ford's wooden cab proved to be in excellent condition. The only real effort involved repairing the door bottoms, and also fitting a replacement floor made of inexpensive plywood. John followed this work up by adding a new set of steps. Finally, work on the cab was completed by fitting new slide runners to raise and lower the windows; these being raised and lowered in the time-honoured fashion of using a leather strap with spaced holes matching a securing pin, as will be remembered by many older readers as being the same way of opening and closing windows in railway carriages, which dates back even further to the days of horse-drawn carriages.

METAL FABRICATION

Richard's earlier reference to an English wheel assumed greater importance when he described the painstaking process that went into making up a set of new front wings: "This was done using the inner sections, which were still in good condition, as a pattern to get the shape and correct curvature for the outer section that had to be replaced as the originals had all but rotted away.

"We built up the surfaces with overlapping strips, with two of us involved at any one time, one to hold the strip in place while the other one was doing the welding. We then ended up with a rounded surface which resembled the curved, armoured body of an armadillo due to each of the strips of metal overlapping with the next in line; and these surfaces were then



The engine is a 3.3-litre side valve unit which develops around 40bhp.



The spare engine and gearbox from the tractor-converted lorry.



The rear lights are throwaway units made by the KD Lamp Company of Cincinnati, Ohio, USA.

finished off using an angle grinder and sanding discs to create perfectly smooth surfaces.”

To improve upon the design of the front wings, a strengthening rib running lengthways was added measuring a ¼in thick and ½in wide. The wings were then bolted back on to the main body using the original securing brackets. Making new front wings involved a lot of work compared to having a set of these made to order by a metalwork specialist, but this was in keeping with Richard’s avowed intention of doing as much in-house work as possible in order to avoid unnecessary expense.

The badly rusted bonnet was improved with a few repairs to the outer surfaces, and a set of two vertical strengthening ribs of alloy material was fitted either side so the bonnet wouldn’t rattle away as soon as the engine burst into life. Corrosion damage to the exposed sides of the bulkhead also required attention.

Starting the engine up was achieved using an improvised gravity tank for the petrol supply which sat on top of the cab roof. There was no fuel tank fitted to either of the two vehicles when they arrived; there were two alternative locations, these being mounted in the front of the bulkhead or situated directly under the driver/passenger seat.

Examining the top of the bulkhead revealed an air vent that could be opened and closed from inside the cab rather than a petrol filler cap, so this lorry must have been built with a petrol tank underneath the seat in the cab. This wasn’t really a very enticing proposition in view of safety, rather like sitting on top of an unexploded bomb, so Richard proposed an alternative solution. This was successfully achieved using an old fuel tank from a space heater that had once been used in the farm buildings, which was located in a more acceptable and safer location at the rear of the chassis frame.



The load of churns certainly takes the lorry back to its working days of the 1930s and 1940s.

After fitting the tank and a fuel line, Richard examined the mechanical fuel pump, which has worked fine; the only improvement being to replace the pump diaphragm, which conveniently enough was exactly the same as the one he keeps for the Perkins engine fuel pump on the farm’s spare Massey-Ferguson combine harvester.

Richard wasn’t too happy about the charging system for the six-volt electrics, which relied on the original dynamo. This had a cut-out to control the charging rather than a control box which allowed for a more flexible recharging of the battery, so he then installed a replacement six-volt dynamo taken off a tractor of unknown make and type, together with a six-volt Ferguson control box.

BITS AND BOBS

Then as now, originality took a back step with this old lorry, and at some time in the past, the mechanically operated brakes had been upgraded to hydraulics, which had necessitated modifying the back plates to accommodate a wheel cylinder. Richard then sent the Lockheed master cylinder off to Ian Wonnacott at Classic Spares of Kenton, Devon, to have this refurbished, Ian also being the source of a set of new slave cylinder rubbers.

When Richard’s store of formerly redundant parts kept at the farm failed to deliver the goods, he managed to find items such as a new six-volt battery, a Ford badge for the radiator grille, a windscreen wiper motor, a pair of chrome headlight surrounds



The lorry stripped ready for the restoration to start.



The early wooden cab had survived very well, but the bonnet and front wings required considerable work.

Restoration contacts

■ O'Neill Vintage Ford, 5 Stephenson Court, Brindley Road, Coalville, Leicestershire LE67 3HG

Tel: 01530 563111. Website: www.oneillvintageford.co.uk

■ Classic Spares, First Floor, The Forge, Fore Street, Kenton, Devon EX6 8LF. Tel: 01626 891645. Website: www.classic-spares.co.uk

■ Phoenix Radiators, Unit 1, Sandham Street, Chorley, Lancashire PR6 0RA. Tel: 01257 241 733. Website: www.phoenixradiators-autocentre.co.uk

■ The Model A Ford Club of Great Britain. Website: www.mafcgb.org.uk

and headlight reflectors - supplied by Dave O'Neill of O'Neill Vintage Ford of Ashby-de-la-Zouch. The headlight support bar came off the donor vehicle. The rear lights were supplied by Jim Waterworth, these being unusual of a disposal, 'throwaway' type with no provision for replacing the bulbs, made by the KD Lamp Company of Cincinnati, Ohio, sometime in the past.

The front sidelights are non-original, being of a smaller type designed for tractors, although Richard is keeping his eyes peeled for a set to the correct design of the larger size. He's also on the lookout for a replacement speedo of the round rather

than the earlier revolving type, as the one this truck came with has given up the ghost despite being pulled apart, closely examined and poked around with and then reassembled.

Richard added by way of a few final observations: "I'm now trying to get the Ford AA authenticated for use on the road with the Ford Model A Club of Great Britain. I know that this truck is not what you would consider to be concours, but it was never intended to be. All I wanted to re-create was one that had been kept running with whatever bits and pieces happened to come to hand when these were needed.

"What made me finally realise what Mick, John and myself had achieved together was when Mick took the Ford for a drive across a track that runs against one of our fields, all loaded up with the milk churns, just as you would see back in the old days. Didn't it look good with nothing in view to suggest that this old truck wasn't somewhere or other back in the days of the Thirties or Forties while still doing a job of work."



At the time of writing the lorry was still waiting to be road registered.



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IN THE DRIVER'S SEAT

AEC MKIII MANDATOR

Year:	1958
Engine:	AEC 11.3 litre – 150bhp
Gearbox:	AEC five-speed
Gross vehicle weight:	60 tons
Top speed:	37mph
Photography:	Bob Tuck



Heritage
COMMERCIALS
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Recreating THE PAST

Martyn Croft was always impressed by the Tiverton Coachbuilders' livestock-bodied Bedfords operated by his father – so he restored one for himself.

Words & photography: Alan Barnes

“I am to be perfectly honest I really only bought the Bedford TL because of the livestock body with which it was fitted,” Martyn Croft told me as the lorry was being washed down after its winter ‘hibernation’. If that’s the case then Martyn certainly got the best of both worlds as the Bedford itself is in excellent condition while the body is a highly original example of the livestock carriers built by Tiverton Coachbuilders Ltd in the early 1960s.

With the lorry having been ‘spruced up’ we took to the country roads around the nearby village of Brightling to photograph the livestock carrier in some appropriate rural surroundings. Having driven past several fields containing flocks of sheep I briefly considered the wild idea of taking the lorry into one of the fields and loading a few sheep. However, a charge of sheep rustling would not look good on my CV and the idea was quickly dismissed – or perhaps I should say that it was





The Bedford's low mileage is obvious from the condition of the interior.



Martyn's father Patrick, with his Bedford TK and Thames Trader. PHOTO MARTYN CROFT COLLECTION.

put on the back burner. Perhaps at some future date one of the farmers in the area could be persuaded to help with setting up some pictures of the Bedford being loaded with sheep.

FAMILY BUSINESS

Martyn is still involved with the family-owned transport business that was started by his father Patrick in 1952, from a small yard just outside Brighton in Sussex. Their lorries

continue to run out of the yard today and the transport of livestock remains an important part of the business. Patrick's first lorry was a Fordson V8 which he bought along with a 'B' carrier licence and this lorry was fitted with a livestock-carrying body. This marked the beginning of the family's involvement in the transport of animals that has continued for more than 60 years.

As Martyn recalled: "The old Fordson was eventually replaced by more modern lorries and among the other vehicles which dad operated was a Bedford TK, registration number DDY 648D, fitted with a Tiverton body. He also ran a Bedford KM, registration number RYD 697F and fitted with a Parkhouse livestock body. I joined my father in the business and started my driving career in 1977 and the first livestock lorry that dad let me drive was an AEC Mercury. In the late 1980s we started to handle more in the way of general haulage in addition to the livestock work, while in dad's day the business was nearly all livestock."

"It was the memories of my father and the Bedford livestock carriers in the yard which prompted me to start looking around for a suitable vehicle as a restoration project. I had in mind to recreate one of the old TKs that we used to run and which had been fitted with a Tiverton body. An old photograph showed dad with the TK which was taken on the last

day of the Battle livestock market in 1967 before it closed for good. At that time the body had been painted dark green to match the cab but it was the varnished mahogany bodies fitted to the earlier lorries that I thought looked much better.

Tiverton Coachbuilders had a well-founded reputation for the quality of its work and built a wide range of specialist bodywork. The look of the varnished mahogany livestock bodies has always impressed me. However, the plan to recreate the TK or the KM did not quite turn out as expected as I ended up buying a Bedford TL, a type which we never used but the excellent condition of the Tiverton body fitted to the lorry swung my decision to buy the vehicle."

LORRY HISTORY

The Bedford TL860 had been bought new by Charles Burrough of Bishops Lydeard in Somerset and was first registered on March 31, 1983. Apparently the lorry was bought to replace an earlier TK that had been in use for more than 20 years. The Tiverton body was built in 1961 and had originally been fitted to the TK. As the body was still in excellent condition it was retained and transferred to the new TL. Mr Burrough used the vehicle to move his pedigree Suffolk sheep for more than 25 years although the amount of mileage covered remained relatively low. By the time



Patrick and the boys with two of the Bedfords he operated. PHOTO MARTYN CROFT COLLECTION.

the decision was made to sell the Bedford a few years ago the lorry had only covered something approaching 50,000 miles.

"I bought the TL in April 2010 and as it did not have a current MoT I brought it back to Brightling on a low loader. I had toyed with the idea of removing the body and fitting it to a TK to replicate one of the lorries that dad had run. The TL was in such good condition that it seemed a pity just to park up the lorry in the yard so those initial plans did change somewhat.

"There was nothing seriously wrong with the Bedford and I could have run the lorry just as it was but it did not have the 'P R Croft' look that I wanted to recreate.

"The work was started almost as soon as the lorry was back in the yard and the first job was to remove the body which was then set up in the workshop where the renovation work could be carried out. The body dates from 1961 and was in a highly original condition even down to the internal woodwork, gates and ramps. However, there was some rot to some of the wooden boards on the front especially around the lower edges and this had to be attended to.

"Essentially the body is a steel framework fitted with mahogany tongue and grooved boards and fortunately all the steelwork was found to be in very good condition. The layers of old paint were stripped away as was the old varnish on the wooden panels and the small areas of rotten wood were cut away and replaced with new timber. Luckily most of the joints were hidden by the framing so the repairs are not obvious.

"I carried out all the work on the body in our workshop and probably the most tedious task was removing the old paint from the metal frame which was all done using a wire brush and a sander. The inside of the body, apart from being thoroughly cleaned and then



The Bedford as purchased by Martyn. PHOTO MARTYN CROFT COLLECTION.

treated for woodworm, was left more or less untouched. It looks virtually as it would have done when first built.

"Everything is in working order – the two ramps which allow the stock to be loaded on to the upper deck are in excellent condition and the supporting chains and hooks are also present although perhaps a little rustier than they should be. There are also two gates which fold out when the rear door/loading ramp is lowered."

VARNISH AND TOP COATS

"With the frame cleaned the metal was primed, undercoated and then given four cream topcoats. The mahogany panels were sanded and given coats of preservative before several coats of varnish were applied. The finishing touch was to add a fine decorative pinstripe line to the mahogany panels.

"The Bedford was painted royal blue when we bought it and in all honesty there was very little need to have it repainted. However, dad had always run his lorries in mid-Brunswick green and so the blue had to go. I arranged for the lorry to be professionally re-sprayed by Mick Gould Commercials at Flimwell and the TL was duly returned with its gleaming new 'Croft' livery of green cab and body and a black chassis. The interior of the cab including the upholstery was very neat and tidy and only needed a good clean.

"Mechanically the TL was in excellent condition, the Bedford 330 Turbo engine was hardly run in having covered only 50,000 miles and it ran very smoothly. There were also no issues with the five-speed gearbox and a few test runs had not revealed any problems. Just to be on the safe side we completely overhauled the brakes and I also decided to replace all the tyres as it looked like the originals were still in place and they seemed to be getting a touch long in the tooth. Since I bought the Bedford the only other work carried out has been a service each year."

"With the TL repainted it was soon re-united with the refurbished body and the sight of a green Bedford with a varnished mahogany body sitting in the yard brought back a lot of my boyhood memories. It seemed only yesterday that I had seen dad's



The wooden body did require some work, but at 50 years old that's only to be expected. PHOTO MARTYN CROFT COLLECTION.



Martyn lowers the rear door.



The loading ramps, gates and supporting chains are all original.

brand new TK with its varnished Tiverton body being delivered.”

“There were two finishing touches to be added. I had already added rear mudflaps but I recalled that they usually carried the Tiverton name. There was also the question of the headboard carried on the front of the body that carried the P R Croft name. I arranged for a local signwriter from nearby Rotherfield to complete the lettering on the headboard. He also offered to tackle the mudflaps applying coats of a special paint before adding the Tiverton Coachbuilders Ltd details. He completed an excellent piece of work.

“The work on the Bedford can hardly be described as a major restoration but the lorry which is now more than 30 years old is probably 99% original. The body, which is 53 years old, has received some repair work but I would say is still 95% original. The TL is also perfectly able to continue to be used as a livestock carrier and I have received a number of requests from people in the Brightling area to use the Bedford to move sheep or ponies. Sadly, I have had to refuse these requests as it is classed as a privately owned vehicle and there is no operator’s licence attached to the lorry.

“Since the TL was completed it has been regularly rallied and appeared at a number of events and taken part in roads runs in south-east England. This year the Bedford also took part for the first time in the HCVS London to Brighton Run in May and we enjoyed an excellent run down to the coast with the Bedford running perfectly.”

“I now have some thinking to do as a recent addition to the collection of vehicles in our yard is an early Bedford TK which is in pretty



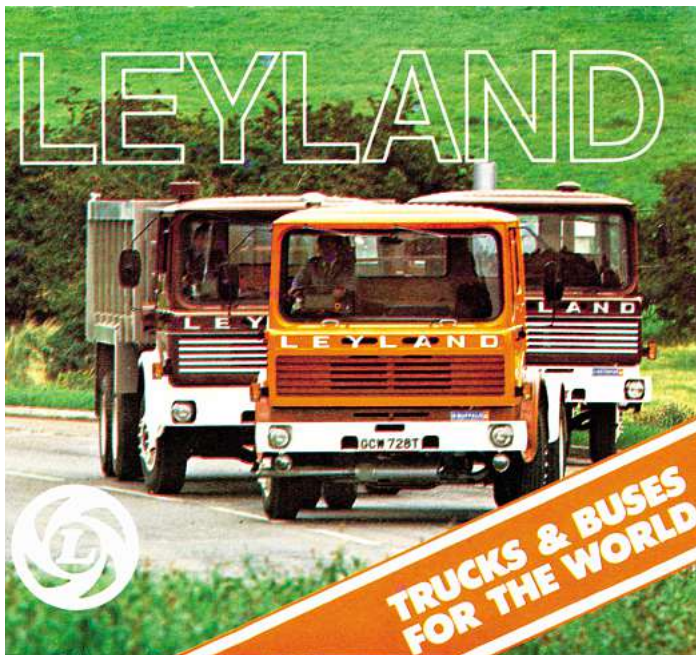
good condition and is on our restoration ‘to do’ list. This lorry is fitted with a later steel dropside body that would not look out of place on a TL. Although the TK would need some mechanical work, repairs to the cab and repainting, re-uniting it with the Tiverton body is not out of the question and the result would be a pretty close re-creation of dad’s first new TK. Perhaps next year...”

My thanks to Martyn for taking the time to tell me the story behind the Bedford TL and for his patience during our photo session.

The body looks superb, and is nicely finished off with the pin-striping and Tiverton Coachbuilders Ltd mudflaps.

Restoration contacts:

- Mick Gould Commercials Ltd, Flimwell, East Sussex TN5 7PJ. Tel: 01580 879333. Website: www.mickgouldcommercials.com
- Bedford Drivers & Enthusiasts Club Website: www.bedfordenthusiastsclub.com



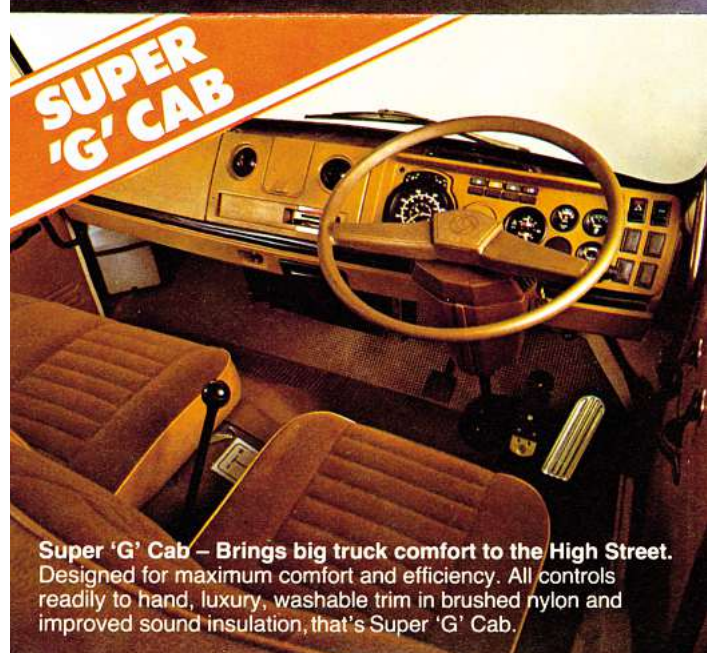
EA Van 3.45 – 4.4 ton GVW – A box on wheels – that's the EA van, 332-390 cu. ft. of usable load space and easy access. Its the ideal High Street delivery van.



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Super 'G' Cab – Brings big truck comfort to the High Street. Designed for maximum comfort and efficiency. All controls readily to hand, luxury, washable trim in brushed nylon and improved sound insulation, that's Super 'G' Cab.

This month's advertising brochure is a bit different. It was released in 1978-79 by Leyland Vehicles. It's only a small item, about the size of a beer mat, which concentrates out to show 17 different vehicles. Leyland was obviously proud of a couple of the cabs and the TL11 engine. If only they'd seen the future...

SUPER MASTIFF

Super Mastiff – 24 ton GVW – The rugged six wheeler with power to spare. A proprietary engined 6-wheeler for arduous tipper, mixer operation with a good body payload allowance.

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Buffalo 2 – 32 ton GCW – Now with the new TL11 engine – plus the tried and tested Buffalo chassis and running gear – an unbeatable combination.

CHIEFTAIN

Chieftain 13.5 ton GVW – 19.7 ton GCW – Premium construction – hub reduction rear axle. The inbetween-weights truck for general haulage or high bulk/low weight artic operations.

BISON 2

Bison 2 – 24 ton GVW – New TL11 engine 2 spring rear bogie Leyland hub reduction axles, all combine to give the best 6 wheeler specification for the most arduous on/off road operations.

CLYDESDALE

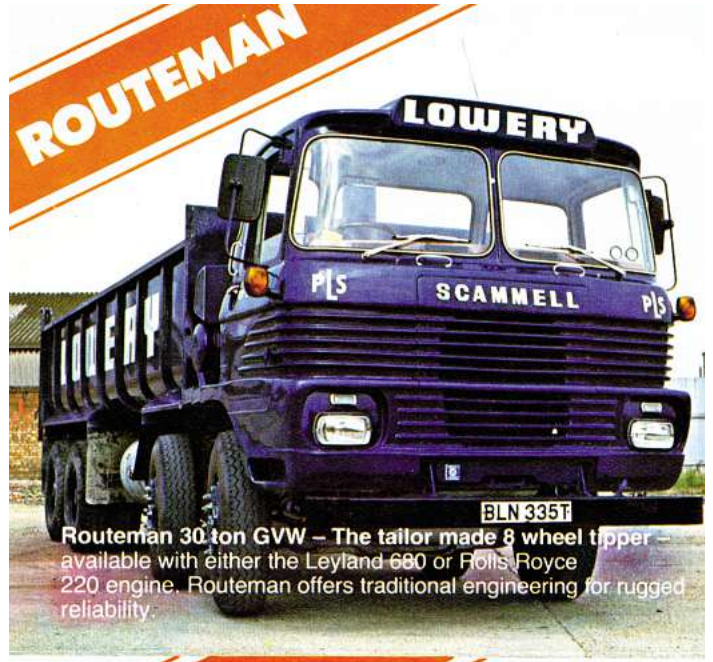
Clydesdale 16 ton GVW – 24 ton GCW – Britains biggest selling 16 tonner – A premium truck powered by the Leyland 400 series engines matched to a hub reduction axle and now with Super 'G' Cab.

OCTOPUS 2

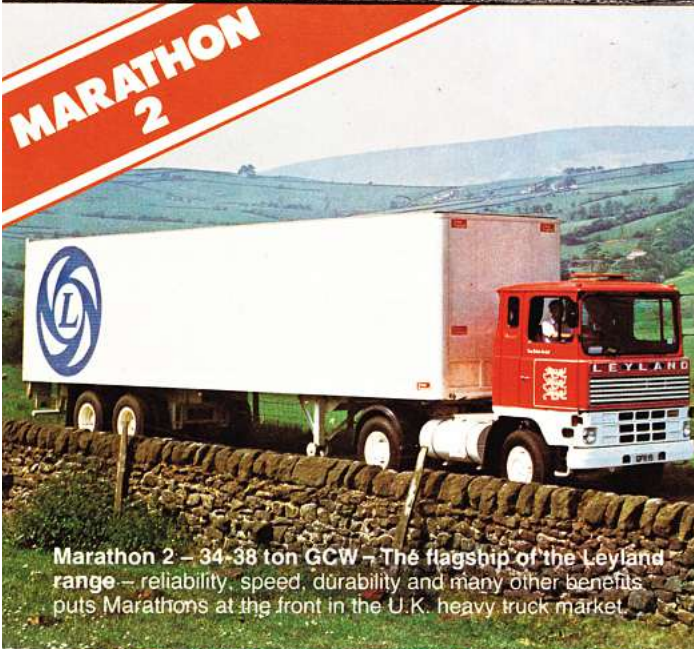
Octopus 2 – 30 ton GVW – Over 20 tons payload. New TL11 engine, equally at home on the motorway or the quarry. Octopus gives payload advantage for any operation.



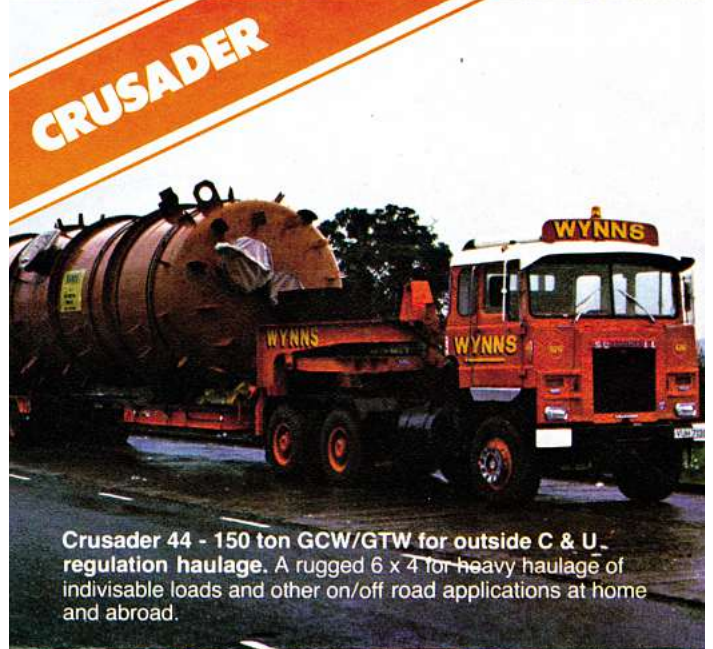
New Leyland TL11 engine. A turbocharged 11.1 litre diesel, available in 2 versions, the more powerful giving 209 bhp at 2200 rev/min 605 lbf/ft torque at 1300 rev/min nett, lightly turbocharged for reliability and fitted with twin cylinder heads for easy maintenance. Available in Buffalo 2, Bison 2, Octopus 2 and Titan.



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Marathon 2 – 34-38 ton GCW – The flagship of the Leyland range – reliability, speed, durability and many other benefits puts Marathons at the front in the U.K. heavy truck market.



Crusader 44 - 150 ton GCW/GTW for outside C & U. regulation haulage. A rugged 6 x 4 for heavy haulage of indivisible loads and other on/off road applications at home and abroad.



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Commander 102 ton GCW/GPW High speed tank transporter Built to MOD standards to carry main battle tanks, Commander has 625 Bhp to make light work of this and any similar civilian application.



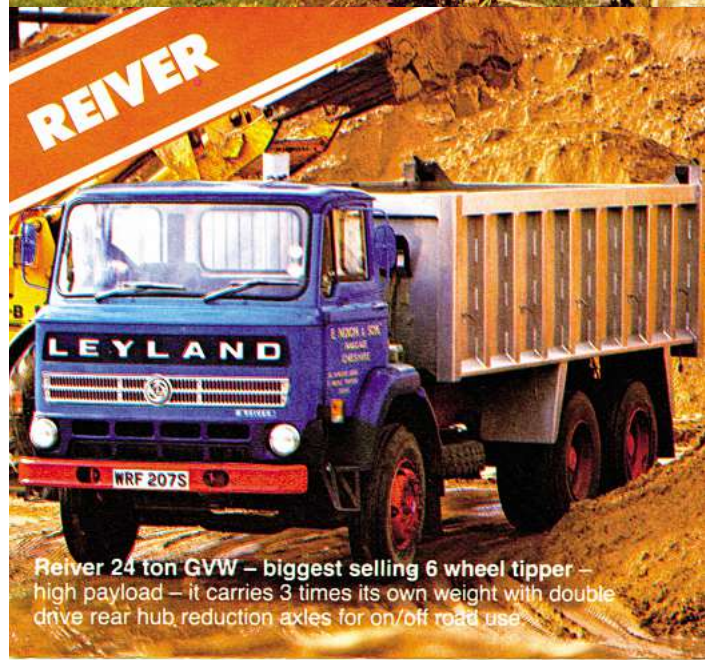
Titan – The new generation double decker – developed from Leyland's vast experience in bus technology, Titan offers outstanding passenger comfort and convenience, a superb driver environment and the quietness of a modern car.



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From RAGS to RICHES

When David Philp realised there were no restored Albion HD57 eight-wheelers in Scotland, the decision to do something about it was to take up 14 years of his life. But as **Bob Tuck** discovers, the finished article not only looks stunning but is a peach to drive as well.

Words: Bob Tuck
Photography: Bob Tuck/As stated

Most of us have heard about the Richter scale – which measures the size of earthquakes – but I'm not sure if there's an equivalent to measuring the size of smiles. But even if there were, the collective measurement recorded by the 'Albion 5', would have probably gone off any scale. It was obvious to anyone watching, that never have such a quintet of guys aka the 'Albion 5' enjoyed seeing a superbly restored slice of Albion engineering go on display for the very first time in virtually the centre of England.

Yes, we know the Albion motto is 'Sure as the sunrise,' but one look at the pictures taken by David Philp's late brother-in-law – Andy Gibson – shows what a daunting restoration

task Fife-based David undertook.

However, memories of the 14 years he and his team of helpers endured with the transformation faded when – only four days after the job was finished – SX 8288 took its place among its peers on July 13, 2014, at Robin Masters' biannual BRS 66 event.

The plan originally was to have finished the work three weeks earlier so the Albion eight-wheeler could have been driven (steadily) the 340 miles south to the Lincoln Farm Cafe near Solihull in Warwickshire. But with delays at the final hour – and the Albion paint hardly dry – it was decided to transport the HD57 on the back of Williamson's immaculate low loader.



SX 8288 was built in 1953 and was one of only 320 HD57 eight-wheelers ever made.

David obviously led the entourage coming south with the vehicle while the 'Albion 5' group was completed by John Rentoul, Paul Adams, Derek Ferguson and Cliff Martin. And what a great time these guys had in seeing so many other folk, getting blown away by the arrival on to the very select British Road Services preservation scene of such a stunning head turner. Simply awesome – and that's before we tell you what it's like to drive.

END OF AN ERA

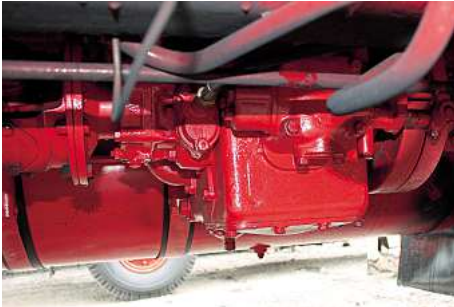
We featured the evolution of the Albion eight-wheeler at length in *Heritage Commercials* June 2014 issue. And as we explained, the HD (Heavy Duty) range was something of an end to an era. The model was introduced in April 1950 but on July 31, 1951, the entire Albion business was merged into the Leyland empire. True, Albion retained its identity as an integral part of the Leyland operation (until it

too was merged into DAF in 1988) especially so far as axles and gearboxes were concerned. But so far as subsequent eight-wheeler chassis production – in the form of the Albion Caledonian and the Cameronian – then a lot of Leyland influence was apparent.

As we said, the life of the Albion HD57 eight-wheeler was threatened as it was in direct competition with Leyland's popular Octopus. It was also a mite heavy so no surprise perhaps



We love the distinctive shape of the Albion drive axles.



The small booster box underneath.



The interior is certainly not weighed down with too much trim. The heater has yet to be finished off and piped in, and the small gear lever down by the engine hump – to the left of the driver – is for the extra booster box.

that by September 1954, the HD range (it covered four, six and eight-wheelers) was quietly dropped. In its four-year run, Ian Maclean – registrar of the Albion Club – says only 320 HD57 eight-wheelers were built. Although BRS was apparently trying to standardise with Leyland, Foden and perhaps AEC for first choice in eight-wheelers, the nationalised concern took the lion's share of HD57 eight-wheelers, says transport historian George Baker, as they were to buy 169 of them.

Exact details of when SX 8288 slipped into the world are slightly hazy but David tells us that this registration mark was issued by West Lothian County Council during 1953. Ian Maclean thinks the number was one of a batch allocated to BRS and used both then and later. George Baker's research suggests this HD57 left the Albion production line on May 7, 1954. Built with an 18ft 3in wheelbase,

the eight-wheeler would have left the Albion works in what was called chassis and scuttle form – without a cab or body. The specialist body builder, Penman of Dumfries, built David's eight-wheeler cab and probably the original platform body. The Penman cab was apparently widely used for many of the BRS HD57s. On going into service, the new eight-wheeler was first allocated the BRS fleet number of 63B494 when posted to the Glasgow depot known as London Scottish.

The mid-1950s proved to be the heyday of BRS. True, a new 1951 Conservative government had decreed the end of compulsory nationalisation – plus partial sell-off of this mammoth concern – but that would take years to have any practical effect on an operation that had the lion's share of the long-distance movement of the UK's freight.

The original political idea behind the BRS creation may have been well and good but it wasn't perfect. A strong union influence dictated its early operation which revolved round average speed limits. In the early to mid-1950s, goods vehicles were limited to a maximum speed limit of 30mph, however, those with an unladen weight exceeding three tons (like David's eight-wheeler) were limited to 20mph. To denote this fact they had to carry a 20 plate on the back of their vehicle.

If a vehicle was limited to 30mph – the BRS drivers' unions decreed – then all it could average over a working day was 22.4mph. Consequently if a driver was legally limited to driving a maximum of 11 hours per day, then the furthest he could travel in any one shift was 246.4 miles.

The 20mph wagons were decreed to have an average speed of 16.4mph so all their drivers could manage per day was 180 miles. The road network in the 1950s wasn't that brilliant but even with very few towns having bypasses, BRS drivers were never in a hurry as they knew, all they could cover (depending on their unladen weight) was a maximum of 246 or 180 miles per shift.

In comparison, virtually every other free-enterprise/long-distance driver covered as many miles as they could (legally or otherwise). No wonder when looked at like that, BRS wasn't that efficient or productive.

ALLISON'S COACHES

David doesn't know what his particular Albion got up to in the 15 years or so that it spent with BRS but it was probably worked on a mix of day or tramping duties. Obviously there was plenty work available in Scotland's central belt but with London being about 420 miles away, if ever the HD57 was sent there,



The Albion 51! David Philp in driving seat, and, from left to right – Paul Adams, John Rentoul, Cliff Martin and Derek Ferguson.



David steam cleaning the engine during the strip down. PHOTO DAVID PHILP COLLECTION.



ABOVE: The Albion in John Rentoul's yard after he had bought it from the Codona business. PHOTO MALCOLM MACDONALD.

then it would take about five (BRS) days to do a single round trip – and that's not counting time spent loading and unloading.

About 1956 it was given a new fleet number – 1B141 – and when BRS re-numbered the fleet again in 1964, the HD57 was allocated the new number of BB11 when it operated from the West Street depot in Glasgow. It was sold out of BRS service in the late 1960s and bought by the Glasgow-based showman's family of Codona. "They added about 18in to the back of the chassis to extend the carrying capacity," says David, "as I think it travelled – all over Scotland and down into England – with dodgem cars."

Codona also added an extra prop shaft to this Albion: "When it was at a showground," says David, "they'd disconnect the original prop shaft and hook up the extra one which in turn was coupled to a generator to power the rides." Worked like that, over the years, the Albion obviously gave a lot of pleasure to a lot of people.

Specification:

Make / Model:	Albion HD57L
Chassis No:	57128L
Year:	October 1953
Registration:	SX 8288
Engine:	Albion 9.9 litre EN 253 120bhp @ 1700rpm
Gearbox:	Albion five-speed + two-speed booster box
Gross Vehicle Weight:	22 tons – originally
Fuel return:	12-15mpg
Top speed:	45-50mph

David was born in 1960 and before this date his dad Jim drove for a time for BRS: "He didn't stay with them too long," says David, "as he didn't like being away from home all the time." Instead, David's parents set up a coach business in their home town of Dunfermline which traded under Allison Coaches and was named for David's mother.

When David left school, all he wanted to be was a mechanic although his first job was working on a farm as an apprentice dairyman. However, he soon moved on to a plant hire concern and what he learnt there proved an ideal base for what would follow in life. At the age of 23, David moved back into the family coach business as a driver/mechanic: "The business ran 25-30 motors," says David. "It was a mix of private hire; school runs and some local service work."

As his parents retired, David took the business on until he sold out to Stagecoach in 2000. And with at least some spare time on his hands, David thought long and hard about realising a dream in restoring an HD57 eight-wheeler. It wasn't to be his first step into the preservation world: "I had bought an ex Crosville Bristol bus," says David, "but that was bought restored. But really I didn't have the time to give to it and only kept it for two to three years."

DOWN TO THE CHASSIS RAILS

Although there were only a modest number of the HD57 eight-wheelers built – and production ended in 1954 – once he began making enquiries, David was still able to trace a number of possible restoration projects. John Rentoul comes into the story at this point as he originally saved SX 8288 from the cutter's torch: "When Codona was selling off old Albions," says John, "I bought them so



The start of the 14-year restoration. PHOTO DAVID PHILP COLLECTION.



Down to the chassis rails and David, Kenny Mitchell and Willie Auchterlounie take a break. PHOTO DAVID PHILP COLLECTION.

they'd be saved. And this one must have stood in my yard for something like 20 years."

John traded as Doune Motors and was well known for having 'The Beastie', an old Albion gun tractor (*Heritage Commercials* November 2013 issue) parked outside his premises on the main road between Stirling and Callander. He actually sold SX 8288 first to the Alloa-based Sandy Fleming – another haulage contractor – but before Sandy made much of a start on it, it was sold on to David who had it moved by low loader to Dunfermline: "It looked in better condition than it actually was," admits our man.

The Albion's EN253 engine seemed to be running fine as it came off the transporter although as he'd learn later, restoring this engine was probably the hardest part of the job. That engine was removed and pushed under a tarpaulin as the first task was to simply take everything off until the bare chassis rails were reached.

Although David says he did something like 85% of the mechanical work involved in the Albion's restoration, a number of others came up with invaluable help: "John Rentoul did a lot and was working two days a week on it." Another early mention goes to Kenny Mitchell and Willie Auchterlounie: "Kenny was to make a new cab for it," says David, "while Willie did all the woodwork including the platform body."

David sourced the timber for the body at the Broxburn depot of Crane Fruehauf long before they got round to using it.

Although there was a period of about 14 years before the start and finish of the project, David wasn't working on it non-stop. After selling the coach operation, he bought a farm of 270 acres and worked that for 10 years and also got involved helping out with other restoration projects. His travels – with other like-minded Albion enthusiasts – took him to Australia and he was pleased they did: "Just as we were leaving Perth in Western Australia, someone asked if we had any use for a spanking new 24v Lucas wiper motor and I knew that it would do nicely for the HD57."

TOTALLY GOOSSED ENGINE

Once he got into the restoration proper, David realised everything on the Albion was worn to death: "I don't think it had seen a grease gun since it left BRS," he says. It was easy enough to cut off the extra 18in of chassis that Codona had added and also discard the extra generator driving prop shaft. But during the rebuild, an extra booster gearbox was added: "I did a deal with good friend Derek Ferguson to get another wrecked HD57 because I really wanted the window frames on it. But when I looked under the chassis at its driveline, I saw that it

incorporated a booster 'box from an early CX Albion." And as we'd discover for ourselves, this step-up box certainly transforms the performance so no wonder David soon transplanted this modified driveline into his eight-legger.

As I said virtually every part of SX 8288 needed work – even the wheels were worn out and had to be replaced: "We managed to find a source that had these 10-stud wheels made new. They took six months as they came from Turkey." And of course the new tyres came from China.

David thought that seeing that as the original engine was still going, it wouldn't take much sorting but as soon as he removed the rocker cover, he uncovered a nightmare: "When I took the top off I discovered a solid build-up of carbon throughout the whole rocker area." Things got worse and as the innards of the engine were explored, even the crankshaft was found to be damaged: "It was goosed," he says.

At that point David did consider fitting either a Leyland 600 or even a Gardner 6LW in its place but instead, after talking to David Ashcroft of Garstang (another Albion devotee) he headed for John Charlton's scrapyard at Bolton where he discovered two other HD57 eight-wheelers plus a pair of similar four-wheelers – what a find. "One of



Kenny (in white overalls) starts rebuilding a new cab, helped by the late Andy Gibson.
PHOTO DAVID PHILP COLLECTION.



"While you'd think a motor of more than 60 years of age would be stiff and ungainly, this HD57 is a total revelation"



David working on the rear diff. It was in an awful state – like the rest of the lorry.
PHOTO DAVID PHILP COLLECTION.

them had a reconditioned engine,” says David, “and between them all, we managed a complete re-build as Thorntons of Shrewsbury came up with six new pistons and liners.”

GOING FOR A QUICK DRIVE

Like any in-depth, long-term restoration project, David could write a book about what he and his team got up to but we like his philosophy: “The man who made time made plenty of it,” he says candidly.

Finishing things off meant people such as Cliff Martin helping out and we like how Kenny Mitchell made a new diesel tank yet kept the original Albion shaped ends for authenticity.

Tommy Thompson came up trumps with a pair of new bucket seats while the cab was prepared for painting by Andy Crockett with the painting and sign writing done by Peter Mitchell. As the job was coming to an end, David was fretting about how others would accept it: “You always have nagging doubts that the finished project doesn’t quite look right.”

These doubts were swept aside as soon as folk like me clapped eyes on the Albion as it took pride of place at the BRS 66 gathering. What a cracker. And of course, our day gets better when we persuade our man to take it out to stretch its legs – and he then offers me the chance to take the wheel.

Like many, I’ve always loved the graceful elegance of the eight-wheeler. And while you’d think a motor of more than 60 years of age would be stiff and ungainly, this HD57 is a total revelation. Albion never fitted a step ring and it seems a bit criminal to step on the freshly painted top of the mudwing as you climb in. But once into the driver’s seat, the spartanly trimmed cab has good all-round vision and it just feels right. First eye opener is how good the lock is as I swing round in the



Another BRS HD57 from the same batch as David’s. This photo was used on the front cover of the Albion Club Magazine (January 2009) and was captioned: “BRS Dundee’s HD57L, SX 8717, northbound in a downpour on the old A74 at Crawford Service Station in 1966.” PHOTO PETER J DAVIES.

car park – I reckon it’s far better than say a similar 1950s Leyland Octopus.

The driving position is excellent and the only thing which mars our progress is my abysmal efforts of changing gear – I’m awful. However, I do somehow reach top (5th) and the rebuilt Albion engine under the bonnet is so flexible I even drive round roundabouts without having to change gear – this is great. The brakes (full air but only on three axles) are spot on although we like the small writing on a plate affixed to the steering wheel which warns drivers to keep their eye on the air pressure gauge. There were no fail safe spring brake units in the early 1950s of course.

The EN253 engine has a soft, almost

soothing tone to it, and it certainly relaxes me. Given the chance, I would have volunteered to drive this motor all the way back to Scotland – it just feels perfect.

How do you top that, we ask? Well while this may be the first restored HD57 eight-wheeler in Scotland, we gather it’s not going to be the last with the next Philp project being well in hand. We are not sure what form this next one will take but one thing you can expect is the smiles it will generate from the ‘Albion 5’ – and all their followers – will again be off the scale. Happy days.

For more information about Albion visit the Albion Trust website www.albion-trust.org.uk

The lorry left the Albion works in chassis and scuttle form and the cab (and possibly the original platform body) were built by Penman of Dumfries. Apparently the cab-top sheet rack was standard for many Penman/BRS cabs.



CAPITAL CLYDESDALE

Albion lorries are big favourites with Scottish commercials enthusiasts, and Brian McBride from Dalkeith on the outskirts of Edinburgh is no exception. **Bob Weir** went to see his recently restored 1976 Clydesdale.

Words: Bob Weir Photography: Bob Weir/Brian McBride



The history of the Albion is a bit of a mystery, and it may have been new to Tarmac Roadstone.

Brian was born and raised in the area, and comes from a haulage background. “My father, James McBride, started his own haulage company back in 1948,” he said. “I’ve certainly seen a lot of changes over the years, as the industrial base slowly declined. There used to be a lot of manufacturing going on in and around Dalkeith. Unfortunately the mines were closed some time ago, the paper mills shut their doors, and the steel and engineering works have all disappeared.”

“I left school when I was 17, and came into the same workshop we still own today to serve my time as a mechanic. From 1948 to 2002, this building served as the company depot. During its heyday, the lorry fleet numbered up to 15 Albion rigids. Back in those days, we also owned a five-acre yard right next door, and trucks would be going in and out all day long. We hauled for a lot of local industries, including steel, paper and fertiliser.”

The steady decline in local businesses meant that father and son were forced into making some fundamental changes. Brian said: “In 1996 we changed the emphasis of the business more towards glass recycling and processing. This meant that we didn’t need to keep so many vehicles, and we eventually reduced the fleet down to two trucks. This went on for a few years, until we decided to close the doors altogether and cease trading. I now spend most of my time restoring old commercials, with my good friend Willie Robertson.”

CLYDESDALE FANS

Both Brian and Willie are big Albion fans, and are particularly fond of the Clydesdale, and are particularly fond of the Clydesdale. “We both served our time on the Clydesdale and know every nut and bolt,” Brian explained. “HYJ 784N came from Kent, and previously belonged to a Mr Dunkley, a gentleman farmer who had owned the lorry for several years. I understand he was using the vehicle to help with his animal feed business.”

“I spotted the lorry being advertised in 2011, in several specialist magazines. I had been looking for a Clydesdale for quite some time, and as soon as I saw the ad I had a gut feeling this could be the right vehicle. I was looking for a lorry that could take a ‘bothy’ on the back, and this vehicle seemed perfect. I decided to phone the owner up, and he said that the Albion’s condition was very good given its age. The vehicle had been well maintained, although it had been parked up for some time. We quickly came to an arrangement, and I sent a low-loader down to England to bring it up to Scotland.”

“When we got the Albion back to Dalkeith, at first glance I had my doubts. The lorry certainly looked down on its luck. Fortunately, it started at the first time of asking, which went a long way to easing my concerns. I then gave it a quick inspection. The owner had assured me that before the lorry was parked up, he had arranged to have it greased properly. Thankfully, this appeared to be the case. By contrast, the bodywork was scruffy and very tired. I decided to give it a quick

makeover to bring it up to scratch so it could pass the MoT, and run it for the first year in its current state.

“The Albion’s appearance certainly attracted some conflicting comments when we took it to shows. Interestingly it was the older generation of enthusiasts who really appreciated seeing the Clydesdale warts and all, which was quite encouraging.”

Despite these positive reactions, Brian discovered that driving a 1970s Albion after so many years was a bit of a learning curve. “Even though I had been brought up with the Clydesdale, I have to admit that once I got behind the steering wheel again it took a bit of getting used to. This particularly applies to the constant mesh gear change, which is very old fashioned by today’s standards.”

But it was when Brian and Willie began stripping the lorry down, that its early history came to light. “I believe the lorry originally started life in Dundee in 1976, as ‘YJ’ in the early Seventies was a Dundee registration,” he said. “Unfortunately the log book we received from Mr Dunkley was a duplicate, and didn’t yield any further information. When we started to uncover the original paint, it appeared to be yellow. One of my friends suggested this was the colours of CMC (Cement Marketing Company). This seemed to make sense, as the Clydesdale was a pukka bulk blower.”

“But when we started work on the cab we uncovered a dirt green colour, of the type favoured by Tarmac Roadstone. As I believe most of its trucks were purchased from new, this company could be the original owner. However, this is just speculation, so if anybody can shed any light on the history of the Albion, I would be delighted to hear from them. By pure coincidence I bumped into a former Scotstoun apprentice at a social event awhile back, who reckoned he might have worked on the lorry and thought it was probably made at the factory in 1972.”



Brian McBride (left) and Willie Robertson.





The Albion as it arrived in Scotland on October 29, 2012.



The lorry was given an interim makeover to allow it to be used for road runs.



January 2014, and the cab resto begins in earnest. At the primer stage.



April 2014 and it's almost there.

STARTING WORK

Having finally started the restoration in earnest, Brian and Willie proceeded at full throttle. "I put a plan together with Willie to make sure we did things properly," Brian recalled. "As we are both engineers, we like things to be done in the right manner. We wanted to refurbish the lorry, before repainting it in my father's old company livery. Call it a bit of nostalgia. I was also keen to replicate what it was like to drive old commercials like the Clydesdale. Lorries such as the Albion really test your driving skills. Compared with more modern trucks equipped with synchromesh gearboxes, you certainly need to keep your wits about you. You are always thinking 300 yards ahead, and they certainly make you work a lot harder.

"As we anticipated, fixing up the cab took a lot of time and effort. We also didn't realise how much work needed to be done to the body, until it was actually unbolted. We ended up replacing most of the metal, although the instruments were all in place and in working order. This was important because I know from past experience you can spend endless time and money rummaging around for spares. The cab of course is a Leyland LAD type, and these were prone to rust – the same



as everything else in that era. Fortunately, we had the right tools and equipment, and were able to do all the work ourselves.”

Getting the paintwork right is essential to complete a successful restoration, and Brian decided to bring in some outside help. He said: “We did all the priming ourselves, before we brought in the professionals. I really wanted to use a traditional signwriter for the decal work, but they are now becoming quite thin on the ground. Those who are still around are generally in their seventies. Instead we used a more modern artist, and were surprised to discover how things have moved on.

“The professional we chose brought along a camera and PC, as well as the usual paint brushes. He photographed the driver’s door, took some measurements, entered them into his computer, and next thing I knew I was looking at a printout. The end result was a negative stencil. He then completed the detail by hand. My father would certainly have been impressed.”

Although the Albion’s bodywork took up a lot of time and money, the mechanics were comparatively straightforward. “The mechanical parts only needed a bloody good service,” said Brian. “We already knew that the engine was running fine, but we still cleaned the injectors. All the rest of the parts were stripped down and refurbished, just to be on the safe side. When we needed a few bits and pieces, we relied on eBay. I think all these precautions were worthwhile, as we’ve returned the lorry to a state where it’s capable of going out and doing a good day’s work.”

While the majority of the lorry is still the same spec as when it left the factory, Brian made one crucial alteration. “During the year when we were just running the lorry, we realised it was very short on speed. To try to cure the problem I decided to take the medium ratio differential out, and re-tool it into a high-speed diff. Now the fun really started!

“I had decided to use engineers H L Smith down in Wolverhampton to carry out the work. We made all the arrangements in advance, and they even organised the delivery. I then got a phone call out of the blue to say there had been a mishap with the carrier. The Albion’s diff had been dropped, and was now in bits.

“Fortunately, eBay came to the rescue. We managed to find a replacement with the right ratio, located only a few miles away from H L Smith’s workshop. We arranged to have it picked up by van, and delivered post haste. The diff was back in Dalkeith a week later, complete with all the proper modifications.

“We refitted the part in no time, and so far it has exceeded all our expectations. The lorry now performs at lower revs, and has a good turn of speed. Fuel economy is also miles better. We took the Clydesdale on the Ayrshire Road Run two years in a row, and the difference was impressive.”

We were just on the point of heading off to take some photographs, when I asked Brian about his future plans. “We’ll probably put some living accommodation on the back for when we take it to rallies. Other than that I intend hanging on to it for the foreseeable future.”



Brian plans to fit living accommodation into the tipping body for rally accommodation.



Specification

Make/Model:	Albion Clydesdale
Year:	1976
Registration:	HYJ 784N
Chassis No:	CD 21C
Engine:	Leyland 401; 6.54 litres
Transmission:	6-speed
Top speed:	70 mph

Restoration contact

H L Smith (Transmissions) Ltd
 Enterprise Business Park,
 Cross Road,
 Albrighton, nr
 Wolverhampton,
 WV7 3BJ.

Telephone: 01902 373011
Web: www.hlsmith.co.uk



The lorry proved to be a bit slow so a high-speed diff was fitted to improve things.



Llandudno FESTIVAL OF TRANSPORT 2014



Ian Tomlinson of Derbyshire took part in this beautifully turned out 1970 Foden S39 complete with tipping trailer.

Although the weather for this prestigious event which took place in May was virtually rain free, it was basically dull and overcast – unlike the eclectic mix of transport gems which brought in the general public in their thousands.

Once again Len and Sandra Ricketts, ably assisted by their army of helpers, struck an approving note with both exhibitors and ‘punters’ alike – well done you lot.

The enthusiastic reactions afforded by the crowds of onlookers during the Saturday

evening road run to Conwy and the Sunday excursion around the Great Orme seemed to bring out the best in the drivers and their passengers grinning, cheering and waving was definitely the order of the day.

Roll on May 2015 when we can look forward to doing it all again – it’s an absolutely brilliant weekend which gives you the chance to see the best examples of every conceivable mode of transport in this fabulous North Wales seaside setting.



Spot the difference! Scania through the ages in the shape of a JW Bird of Oldbury 1967 Scania-Vabis LBS76 parked next to a Scania 143M dating from 1991.



What a fantastic sight! Terry Evans' 1947 Chinese six ERF with nicely roped and sheeted load leads a Swains of Stretton Commer round the mountain.



Regular readers will recall the Walsh brothers' 1955 Jensen prototype appearing in *HC* back in the May 2014 issue.

“For the drivers and their passengers, grinning, cheering and waving was definitely the order of the day”



Another vehicle that ably demonstrated the art of roping and sheeting was the 1948 Leyland Beaver owned by Paul Griffiths of Shrewsbury.



If there's one lorry that's guaranteed to cause a stir at a rally, it has to be a Detroit Diesel powered FTF – simply stunning.



Mark Carn of Shrewsbury brought along this superb Swains-liveried 1979 Scania 141 wagon and drag.



Alun Williams' 1936 Albion KL127 certainly added a bit of pre-Second World War class.



Paul Wooton's 1946 Leyland Interim Beaver in Beverley Beers livery out on the run.



An up and coming classic now in the shape of Chris Booth's 1997 Foden 4410. Buy them now, keep them good and you're on to a winner.

They don't have to have an immaculate paint job to 'shine'! Steve Passoni's 1954 Foden OG carries the patina of age, but what a fantastic vehicle!



This vehicle was one of a batch of nine 'Type 2' mobile control rooms ordered by the BBC back in 1969 just after the start of colour television broadcasting. The body was built by Bonallack on an extra-long wheelbase Albion Clydesdale chassis, and the television equipment was installed by Pye in Cambridge. The total cost for each vehicle in 1969 was around £350,000, and only two are known to have survived.



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SQUARE CABBED SOLDIER

We look back at Bedford's 'upmarket' 16-tonner – the TM

Words & photography: Mark Gredzinski



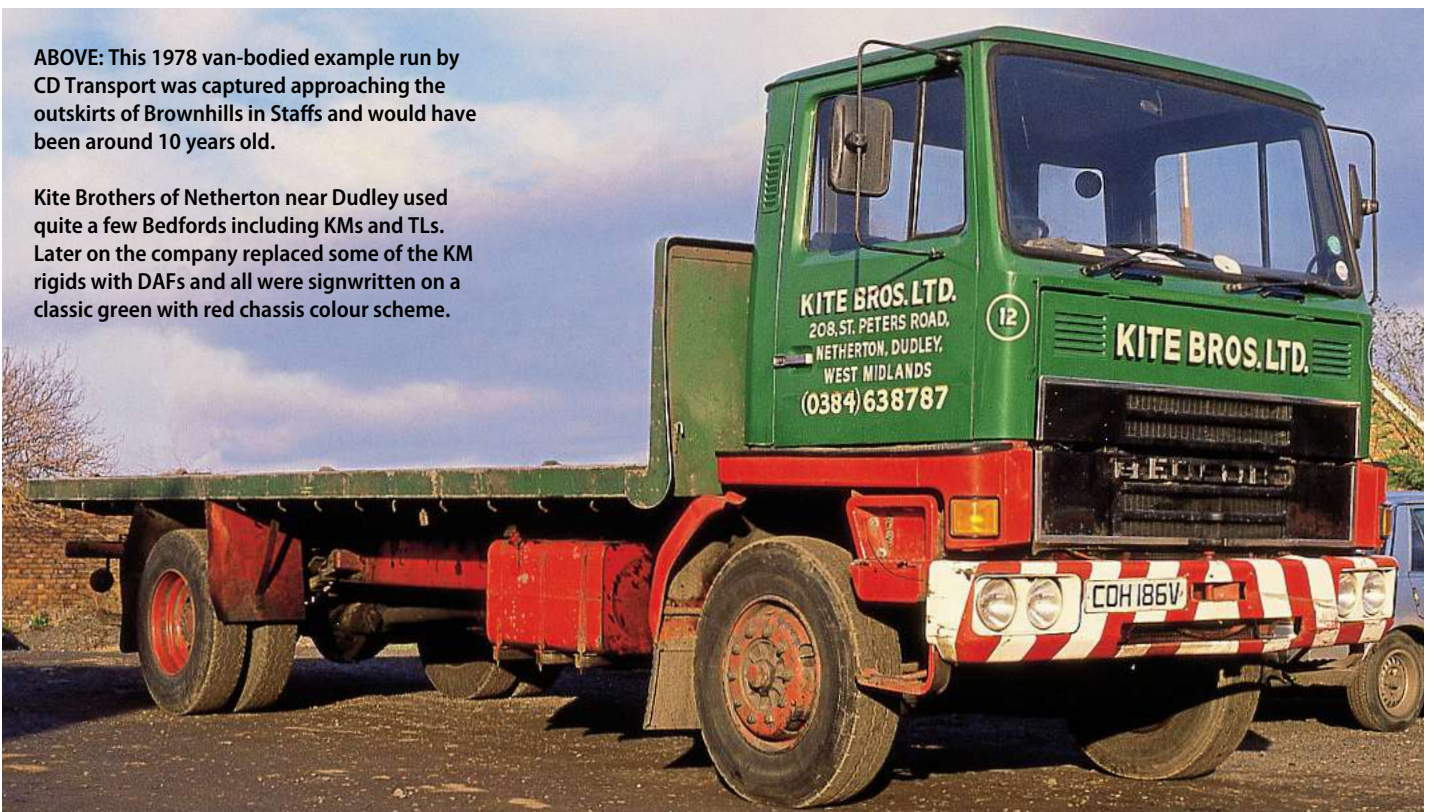
Back in the 1970s, the competitive 16-ton rigid market was comfortably dominated by home-grown products, since many overseas manufacturers didn't have 16-tonners in their product range.

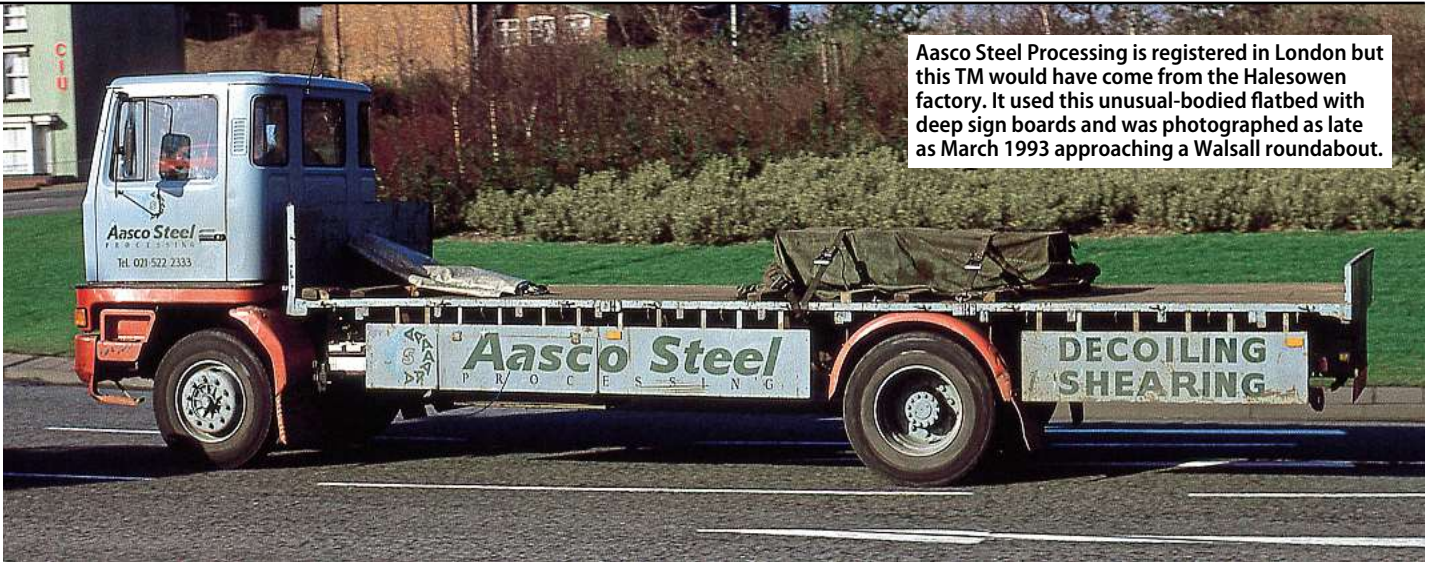
Those that did were relatively untried in the market, or in some cases their vehicles were quite heavy as a unit. Lorries such as the Leyland Clydesdale were long in the tooth as a design but established, and by 1976 the Clydesdale (see page 74) was the market leader, able to carry a 10.5-ton load as a flatbed.

Bedford was of course solidly present in the rigid arena but had little impact among the 32-ton artic environment. The Bedford TK and KM had a good reputation but were themselves, by the encroaching mid-Seventies, very old designs. Fortunately Bedford addressed this with its TM range, which looked refreshingly modern.

ABOVE: This 1978 van-bodied example run by CD Transport was captured approaching the outskirts of Brownhills in Staffs and would have been around 10 years old.

Kite Brothers of Netherton near Dudley used quite a few Bedfords including KMs and TLs. Later on the company replaced some of the KM rigids with DAFs and all were signwritten on a classic green with red chassis colour scheme.





Aasco Steel Processing is registered in London but this TM would have come from the Halesowen factory. It used this unusual-bodied flatbed with deep sign boards and was photographed as late as March 1993 approaching a Walsall roundabout.

MID-SEVENTIES DEBUTANT

The full story of the TM has been covered before, but for this feature we're concentrating on the lower end of the range with the 16-ton rigid workhorse. This used the narrower D cab as against the wider F cab that was used on the heavier rigid and artics, most of which were Detroit Diesel powered.

In 1975 it was a tough game selling lorries in a market both depressed because of the economy and saturated with the output of rival manufacturers. Luckily Bedford still had healthy sales with its TK/KM range and plenty of clout selling to the British military.

The TM 15- to 17-tonner was a much more spacious and roomy vehicle than the Bedford KM it replaced. The new angular cab was much taller for a start, so drivers' heads were no longer nearly in the roof as on the old machines. The new steel tilt cab had a large glass area for good vision all round, together



Walterisation is a metal pre-treatment process similar to phosphating, and this 1984 dropside example was photographed at West Bromwich in the West Midlands having come up from Croydon. It was relatively new, seen here in 1987.



Rosier Transport of Telford used this TM, together with others including tractor units. Some of its later vehicles included MAN F90s on tanker duties. This one was photographed in the low afternoon light of January 1991.



Though mostly used by the British Army, this TM 4x4 example captured on the M6 in February 1994 belonged to the Royal Air Force.



Mamble Road Supply Limited was based in Stourbridge down the road from Dudley and used this TM until replaced by Scania's as I recall. It was seen coming off the Aston Expressway in Birmingham one afternoon in December 1989.



White Express Carriers of Leicester used this TM for its parcel deliveries. It was noted in June 1987 dropping part of its load in the Hockley area of Birmingham.



This Bedford TM was run by Powell-Piggott and used a sleeper cab. It was seen in May 1988 passing through Walsall but it looks like an ex-Delta Metals machine that would have been based in Birmingham.



Based in Willenhall near Wolverhampton, G F Roberts was in haulage until relatively recently. The company's TM was seen numerous times and on this occasion was on a main road into east Birmingham in the summer of 1988.

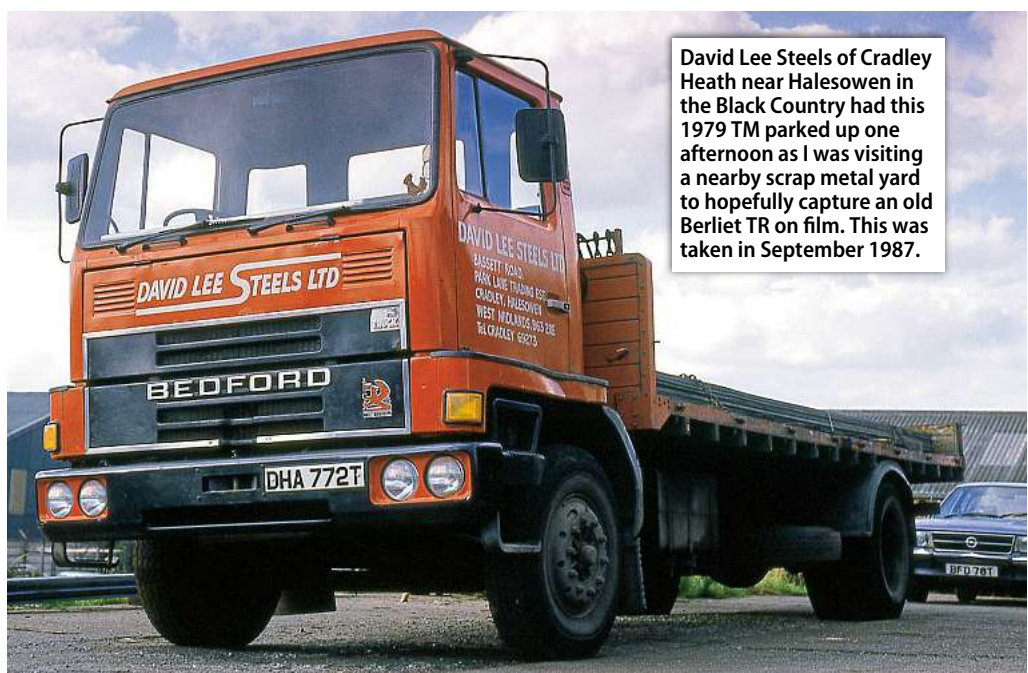
with effective heating and ventilation systems. The TM's seats were fully adjustable across the model range with knitted nylon trim. There were sun visors and screen wash as standard and the 90° angled dash with its circular instruments was clearly visible.

The engine was the 8.2-litre Bedford Blue Series diesel which in 1980 spec for the TM 17-tonner produced 152bhp and 378lb-ft of torque. It was a naturally aspirated four-stroke and was a robust unit that later took well to turbocharging. Gearboxes were six-speed Turner T6H-400 or Eaton 542 synchro units with a Fuller RTO nine-speed optional on certain models.

The chassis were unremarkable but tough high tensile steel units. Parabolic tapered-leaf front springs saved weight while power was transmitted to a Bedford single-speed 11-tonne spiral Bevel axle on multi-leaf springs. Depending on the application, TMs were available in a variety of wheelbases from short for tippers and gulley tankers to longer for dropside bodies for tube carrying etc.



Air Products has used a variety of different makes for hauling over the years. The company used things such as Seddon Atkinson 300 and 301 six-wheelers for bottled gases and Sedd Atki Stratos as artics for tankers. It currently operates a lot of Mercedes units, but its TM was trundling along in 1990 and looking very dapper.



David Lee Steels of Cradley Heath near Halesowen in the Black Country had this 1979 TM parked up one afternoon as I was visiting a nearby scrap metal yard to hopefully capture an old Berliet TR on film. This was taken in September 1987.

R H Kitchen Ltd ran this 1977 TM flatbed. I managed to get it on film as it was delivering not far from where I worked in a factory in the Witton area of Birmingham in 1988.



Joseph Ash Galvanizing used a TM or two from its Charles Henry Street depot in Birmingham. It was photographed at speed going through Hockley in November 1986 and the company has been going for more than 100 years.



Fruit Fare Limited is based in Birmingham and its TM was snapped in the north of the city sometime in the Eighties. The demountable body was in two pieces and the rear portion has been offloaded, as can be seen in the photo.

B E Metals of Birmingham is typical of the small scrap merchants that use skip lorries up and down the country. This TM was seen crossing a busy junction in the centre of Brum and I'm sure the driver was wondering why I was taking an interest in it.



FAVoured 4x4

Bedford had always enjoyed good sales with the military and the TM 4-4 was the culmination of 40 years of building all-wheel drive, hardy lorries for tough terrain. The 4-4 could carry 10 tons, wade in deep water and had plenty of ground clearance and durability. Some 2000 machines were built for an initial British Army order, and with a 205bhp turbocharged version of the Blue Series diesel, the big-wheeled Bedford romped over mixed terrain with ease. A few later saw service as recovery vehicles in rural areas.

The Bedford TM had a long life in rigid form and many could still be seen working at least 10 years after manufacture. It's a shame the take-up in an ever competitive market was not greater, but it was a solid machine that handled its load-bearing tasks with aplomb.



Based in Batley, West Yorks, I used to see this immaculate TM together with another similar one passing through the Midlands. This 1982 example was seen cresting a hill in Walsall.



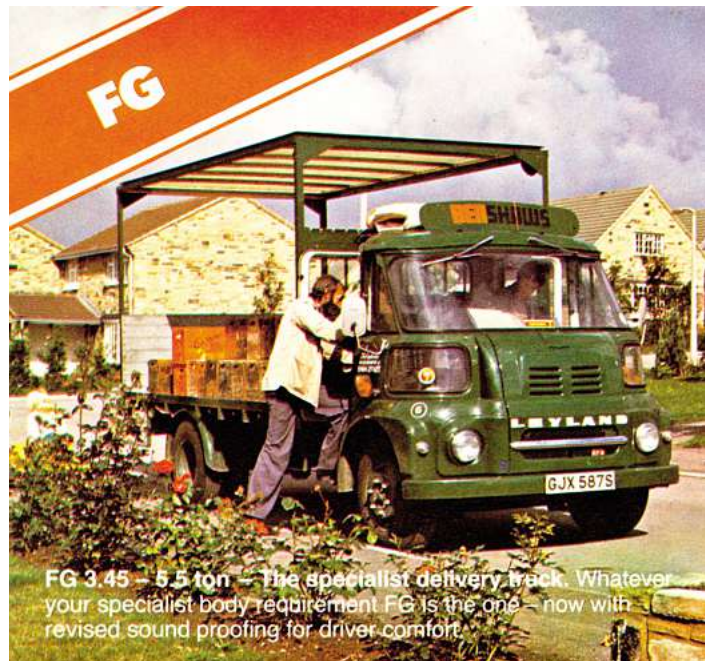
L Bradbury and Son used to run this beat-up Bedford TM flatbed up to the early Nineties. Nowadays the fleet is very smart, with DAF XF tractors and CF units, and it's always a treat to see one of the modern lorries go by.



Hickman Building and Civil Engineering was Midlands based, and its TM (and matching ex-railway wagon container by the looks of it) was photographed on the M6 around 1989.



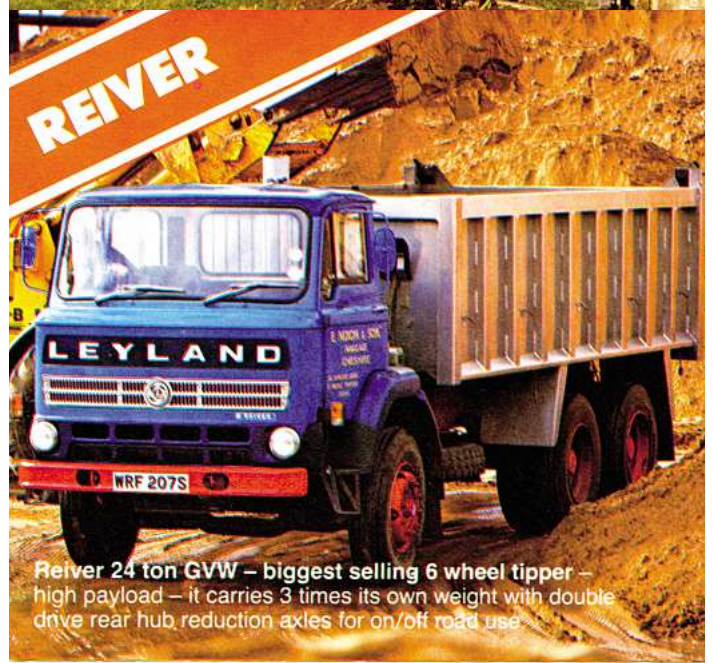
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LINCOLNSHIRE STEAM & VINTAGE RALLY

R Towse of Newport, East Yorkshire, brought along this 1967 Dennis F106 and 1959 AEC Mammoth Major. This was one of several Dennis lorries on display and I'm really pleased they are becoming more popular on the rally circuit.

This year's rally at the Lincolnshire Showground was the 29th to be held, and as per usual did not disappoint with either the quantity or quality of vehicles and machinery on display. One star exhibit was Jefro, a vehicle the likes of which you're most unlikely to have seen before – see

this month's Ignition for more details. But I was spoiled for choice after that – here's just a few things that really caught my eye.

The next rally will take place over the weekend of August 22-23, 2015 – and I'll certainly be going. Put the date in your diary now.





Just a few of the other commercials on display – C Fable’s 1970 Scammell Handyman, together with the 1968 AEC Mercury and 1944 Morris-Commercial entered by G Hill of Langworth.



Just the sort of recovery vehicle used by many a 1950s/60s village garage – a 1942 Bedford ‘Utility’ O Series owned by Ian Brumpton of Barnetby le Wold, North Lincs.



This is the sort of thing I could do with for visiting shows! This 1962 Scammell Highwayman and showman’s living van is owned by D Glover of Shirebrook.



This Austin Loadstar K4 pump escape, now owned by Tony Marriott, is one of only six ever made. These went to Cornwall County Council in the 1950s, with this one serving in Penzance from 1952 until 1979. Only three are known to have survived.



Having been registered on June 13, 1967, this F86 tractor unit was one of the first Volvo lorries ever to be officially sold in the UK. It was supplied complete with a 33ft York trailer by dealer John Hebb of Wootton, and was used at 32 tons mainly on fertiliser deliveries.



Some forget that Britain’s lorry and engine manufacturers often made other products – so here’s a reminder of a couple. The first is a 1942 ‘wheelbarrow’ fire pump made by Scammell Lorries Ltd, while the second is a 1920 Gardner 1F hot bulb stationary engine.

CLASSIC SALES ROUND UP

Peter Love looks at three recent sales that have featured classic and vintage commercials and gives you an idea as to what is going on around the UK in the market.



With its Bedford Drivers' Club badge to the fore on the front cowl, the OST went on to sell for £4500.

£4500

H J Pugh May 31, 2014

On a bright sunny Saturday, May 31, H J Pugh held its third and possibly the last, sale at Roy Hill's premises at Dundry, near Bristol. Roy has always been a great adaptor and ran a most interesting fleet of commercial vehicles for many years. Here was the last of the line up, which he was certainly sad to see go – it was most definitely an end of an era.

His 1979 Bedford TM cabbed tractor unit, HFB 116X, that featured a winch and donkey engine was in excellent order, but was not everyone's cup of tea and sold for £1100. His lovely Bedford OST tipper, GSU 725, looked the part and its six-cylinder petrol engine recently had the cylinder head overhauled and was in fine form at the sale. It sold here for £4500 on the day. Roy's transporter, a MAN 803 beavertail rigid, P189 NOA, which had 11 months MoT raised £2600 as the hammer came down.



Selling for £2600 on the day was this MAN 803, which carried a number of Roy's personal modifications.

£2600



£5000

Ticking over early in the morning with the doors locked was the Mack V-8 left hooker that sold well here.

Kim's Auctions June 21, 2014

The first of these took place at Duck's Lane, Wilstead, on the edge of Bedford, and was a collective, with the basis from two main sources. Kim's Auctions has been carrying out auctions now for some eight years and has gradually been building on its success with these ventures. The company has become main stream since its amazing one man collection sale near Newport Pagnell in September 2012, where some superb prices were achieved at this 1000 plus lot sale.

Held on land owned by the Maskell family, who have a superb collection of vehicles themselves, particularly Model T Ford commercials and prewar Leyland and Dennis, included in the lots were a Thornycroft six-cylinder diesel engine and front chassis section. We were told this was to be made into a generator set, but that never happened. It looked to have been a unit out of a Sturdy model from this make, and later went on to make £75 here.

Seen in running order, but the doors were locked so the plate details couldn't be obtained, was the Mack V-8 diesel with Cruiseline/Ultraline cab, possibly a MH613, but you Mack fans will know I'm sure. This left hooker artic was imported from the east coast of US judging by the stickers attached to it, and went on to sell here for £5000 plus buyer's commission.

The next sale this company has organised is another collective, this time on Saturday, September 20 at Clifton Rains, Buckinghamshire. Have a look on the website for further details www.kimsauction.co.uk



£75

That Thornycroft six diesel engine looks to be from a Sturdy lorry at some stage or another – certainly hard to find these days.



£1100
PLUS VAT

That lovely Bedford KM brought back many memories to our reporter on the day.



£1300
PLUS VAT

The 1985 Ford Cargo 1615 was a good buy on the day, particularly with the Ferrari hyab attached.

Bletsoes of Thrapston June 21, 2014

The sale of the Jack Saunders collection of bygones and machinery took place at Friendly Lodge Farm, Station Road, Raunds. The railway line was just up the way and was closed long before the Beeching plan of the early 1960s. It ended up as a scrap yard, but today the old station building looks a fine dwelling.

We were very much in the countryside as we drove into the field where this 420 lot sale took place starting at 2pm. The farmer is retiring and is to farm within a partnership in the future. There was a lifetime of collecting here and there were a few lots of interest to us. These consisted of a very straight 1972 Bedford KM ERV21100772 tipper, UTW 563L, with a genuine 37,429 miles on the clock and a 466 engine fitted. It ran well and was driven away after the sale we are told. Some rust was noted in the lower panels of the cab, but it was still very straight and will be an easy restoration project with its grain carrying body in good order. It had obviously been stored well. The hammer dropped at £1100, plus VAT on the hammer price and commission.

Next on was the good and straight 1985 Ford Cargo 1615 SFACX, B856 NGV, with tipping body and Ferrari hyab type hydraulic crane behind the clean and tidy cab. It had a few dents on it, but essentially this dropside was a good find on the day in its 'garish' maroon livery. Here it was all bought for £1300 plus VAT, a good buy on the day based on the condition it's in. All told this sale went very well for the vendor and auctioneers

THE MINOR COMMERCIAL

Words & Photography: Russ Harvey

It was during May 1953 when the Morris Minor commercial started to appear. It replaced the very outdated and ageing Morris Z van, basically a van derived from the Morris 8 car that remained in production long after the saloons.

The Minor commercials sold in considerable numbers to small businesses as well as large fleet users including all the utilities, and I'm sure readers over a certain age will recall the large fleets employed by the GPO/PO spanning the total production years from 1953 to 1972.

The vans are of course the red mail vans and the green (and later yellow) Minor vans deployed by the telephone engineers. Over 320,000 units were produced of which over 50,000 saw GPO/PO use, and around 100,000 that went for export.

You would think a prospective buyer has a massive array to choose from. Sadly no. Most commercials worked hard for a living and after three to five years many were disposed of and surviving Minor commercials are outnumbered by the other variants in the range.



A very rare Royal Mail 'rubber winger'. Only a handful survive.



A superb 'condition 1' late Minor LCV.



New Series!



Series II pick-up originally from Australia, now resident in Denmark.

OPTIONS

Although a car-derived-van (CDV), the appearance is misleading as the Minor LCV differs immensely from other Minors. It has a true chassis, whereas the rest of the Minor range is monocoque design – a word deriving from the French and Greek words meaning single (mono) and shell (cocque). The chassis was developed to add strength and rigidity to the vehicle allowing customers to purchase a chassis/cab with the option to then add a coachbuilt body of their choice, thus enabling high-top, gown, milk-float and even ice-cream van conversions to appear. The remaining factory options were a pick-up (with or without canvas tilt) and the most common of all, the van.

Initially in 1953 the Series II was rated at 5cwt with an 803cc power, and today these vehicles are prized among enthusiasts. In 1956 the Series III followed, with payload increased to 6cwt and a 948cc motor deployed. During October 1964 the Series V appeared, powered by the 1098cc engine. An 8cwt version became an option during 1968. In the same year the Morris Minor commercial became an Austin Minor commercial, a strange quirk of fate you may think but following the merger of Austin and Morris, and the discontinuation of the A35 van, Austin dealers were left without a lightweight commercial vehicle in their range and so the C series was born. These were Morris Minors, badged as Austins, and available in 6 and 8cwt versions. They were quite simply badge engineered, carrying Austin badges and the famous crinkle grill.

BUYER BEWARE

The load bearing chassis is structurally very strong and during its production life, to cope with the extra weight, it was merely 'beefed up' in strategic places. Remember the entire commercial sits upon the chassis so close inspection is needed. The chassis is prone to corrosion and rust on all its corners and all the vital suspension anchorage points, but with care they can be repaired, replaced and treated. New chassis are currently available starting at £1200, so it's worth taking a good look at any potential vehicles before purchase. The rear sections can rust out along the upper faces which are not easily visible. You can use a mirror or your fingers, however the MoT man will find it if you don't. Some of these repairs can be difficult without removing the body sections. Forward of the central cross-member it appears to resemble that of the four-door saloon, but the whole cab unbolts from the chassis and most of these panels differ from the saloon. Worthy of note is the floor that is almost flat and this also affects the seats – again they are different in height/angle from the saloons.

Moving to the rear, the box sections run the entire length of the vehicle. These longitudinal members support the rear springs and are on shackle pins at the front. There is a tubular cross at the rear that provides strengthening and support. There is also another cross-member on top of the rear axle, and on the chassis sides are brackets for the bump stops. The rear suspension uses telescopic dampers instead of the standard shock absorbers fitted to the rest of the range. The rear body can also be removed (van or pick-up) from the chassis and should separate and can be lifted off – surprisingly the body only touches the rear chassis on the corners. If you purchase the 8cwt you will notice strengthening plates added to the chassis and stronger steering arms and, if you are lucky, a set of the 'van' wide wheels will be bolted on. These were widened to assist with the



The GPO early wooden dash was also an option for 'civilian' LCVs.



A Series II early metal dash for LCVs.



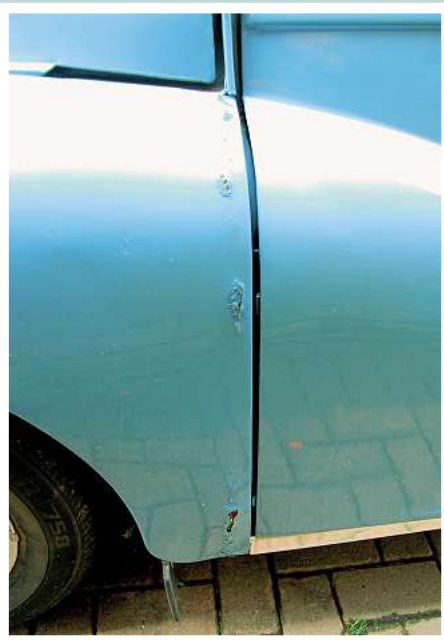
The Series V dash for LCVs – note the lack of glove box lids.



The all-important Minor chassis.

extra payload capacity and are nearly 2in wider than a standard Minor rim. Sadly, these wheels are sought after by other Minor owners requiring wider wheels.

Worth considering if the chassis is too far gone would be a good second-hand one as these are available and may be suitable to your needs.



As with the rest of the Minor range, corrosion affects the front wings in all the same places. Note the lack of a body moulding on the LCV bonnet.



The panels around the rear light clusters suffer due to water being sprayed up from the wheels. It has to be cut out and a repair panel welded in.



Wheel arches are a common rot spot and the arch has to be cut out and a replacement inserted.



These seats are the standard LCV pattern, black being the most popular choice.



Pick-ups rot along the floor line between the 'b' post and wheel arch. Vans don't tend to suffer here.



An LCV with the cab removed – note the flat floor.

DECIDING WHICH COMMERCIAL

When buying a van or a pick-up you need to bear in mind that both are rarer than most variants in the Minor range and this is often reflected in the price. The pick-up is the most hard to find, simply because fewer were produced. Is this one for you? Well being supplied with or without a canvas tilt there are the obvious security issues when parked up while using the vehicle. Another consideration is good dry storage. I know this can be said for all classics but more so when you have a canvas tilt on the back. The pick-up benefits from an enclosed cab which means, unlike the van, the heater is effective in winter and it's quieter as well.

The van is practical and is equipped with two large opening rear doors allowing good level access. Storage is secure and the rear can be accessed from the front doors as well. But remember all LCVs have the smaller (4-door) front doors – not the most spacious of openings. When driven empty, as most will be nowadays, the entire back end acts as drum and can be very noisy, even when carpeted.

REPAIRING THE COMMERCIAL

The most serious problem the van suffers from is corrosion in the gutters on the rear body. This is repairable but time-consuming as well as expensive. However, repairs to LCVs are more viable due to higher values. The cause is down to condensation inside where the van roof meets the sides. Run your hand along the ledge as the joint rots from the inside out. The pick-up tends to rot at floor level in the load bed as the water sits at floor level and rots from the 'b' post to the wheel arch. All these parts are available, with some made to order, especially the guttering sections. Both models suffer from rot in the rear wheel arches, inner and outer. Also affected are the rear lamp clusters, but all are easily repairable with parts readily available.

However, most repair work to the vehicle will inevitably entail the removal of the cab and the rear body sections from the chassis. All three components can be manhandled. GRP back ends for both the van and pick-up were available but supply of them dried up many years ago, so the only option is to

repair and replace all the corroded panels in your intended purchase, something to consider and to be taken into account when you start negotiations.

Finally, here's some more important information on parts unique to the LCV. The front bumper was never chrome, it was painted, the blade is shorter and the valance is different. The LCV bonnet has no flutes on the sides to match the bodyline and retained the plain flash and Morris badge carried over from the series MM range. Seats frames are different due to the flat floor and the colours were black, brown or a light brown. Except for very early examples the dash mirrored the changes for the rest of the range, albeit at later dates, but no glove box lids were used. Mechanically most parts are compatible from the rest of the ranges, rear springs, rear shocks and strengthened steering arms being the exceptions.



The crinkled grill and badge tells you it's an Austin. This is in 'condition 1'.



Above: The Morris LCV bonnet badge and flash.



Above right: The shortened LCV painted bumper blade and LCV valance.



Right: The main curse of the van – the dreaded guttering corrosion!



The separated chassis allowed special versions to be constructed by outside coachbuilders.

COMMERCIAL PRICES

Well that brings us on to the million dollar question, how much will it cost you to own a Minor commercial? "Without seeing it, it's impossible to say" is the standard reply. However, a buyer's guide would not be complete without some reference to prices, but remember this is based on standard commercials. Special bodied vehicles and GPO/PO vans restored to original specifications are outside this price guide.

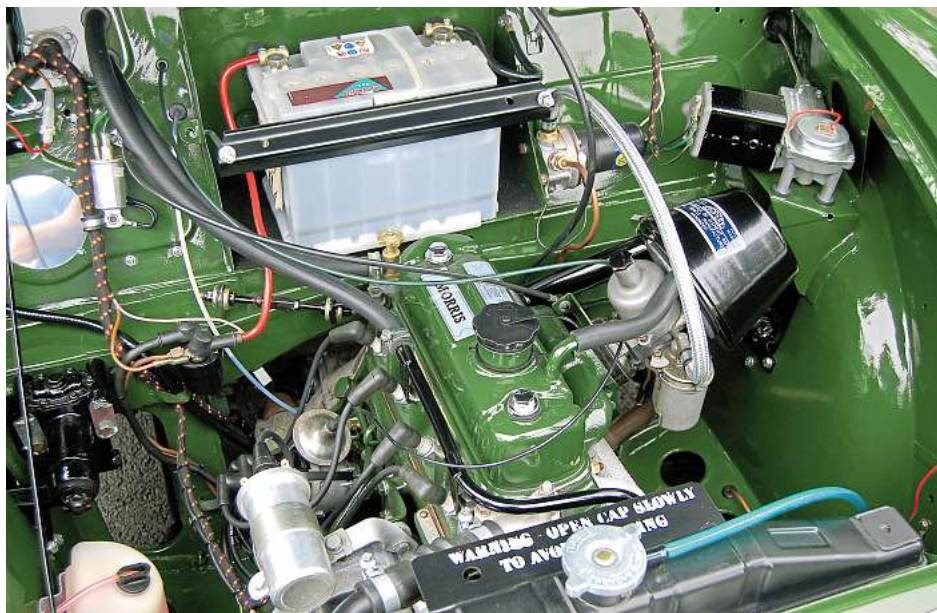
Condition 3. £1.5k and rising but some can be acquired cheaper. This should get you a restorable vehicle, no MoT and will often have been off-road for years.

Condition 2. £5k is a starting price for reasonable looking vehicle MoT'd on the road, in a presentable good useable overall condition. Can rise close to £9k.

Condition 1. £9k upwards being for an excellent but not exceptional vehicle, normally restored after having body removed or could even be seriously good original vehicle. Can rise to £14k.

Concurs any price! There is no guide price, it's whatever one will pay, but will not necessarily cover the costs spent on the restoration. These are exceptional vehicles.

The van featured for the main photographs is a concours van owned by Frank and Maureen Miller. It has a great story to tell but that's for another day. The van used to depict the 'rough areas' is mine. All that remains is for me to wish you happy hunting. I hope you find what you are looking for, there are always bargains to be had. Good information on Minor commercials can be obtained from Minor LCV Register at www.minorLCVreg.co.uk and the Morris Minor Owners Club at www.mmoc.org.uk



Right: A late 1098cc engine bay in 'condition 1'.

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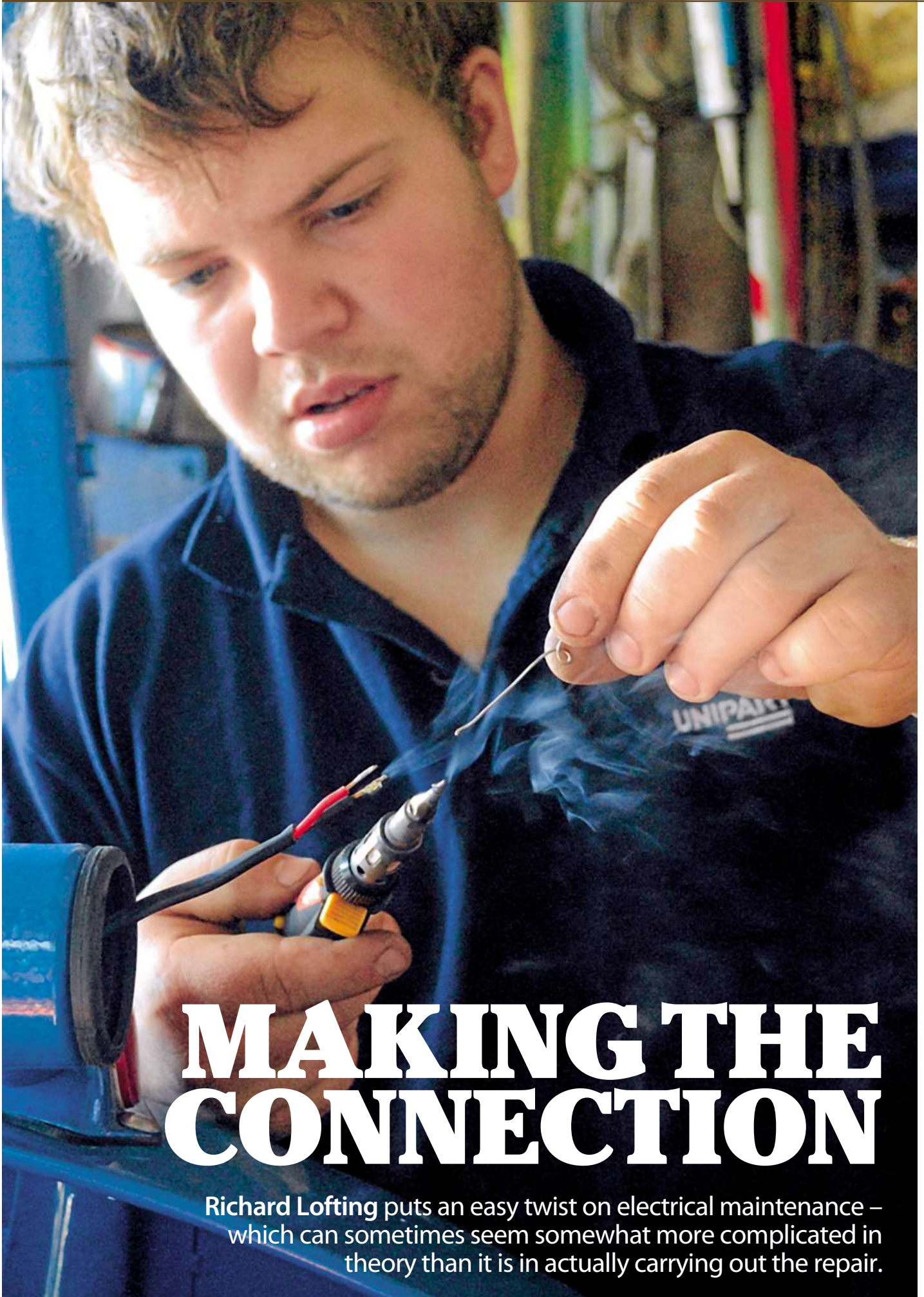
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MAKING THE CONNECTION

Richard Lofting puts an easy twist on electrical maintenance – which can sometimes seem somewhat more complicated in theory than it is in actually carrying out the repair.



1

A selection of crimp-on terminals are widely available.



2

Heat shrink sleeving is indispensable for making a good dry insulated connection.



3

A crimp-on terminal, as intended, crimped on to the wire end. Functional but not very pretty.

Most electrical faults on vehicles, other than failure of a component such as a starter motor or dynamo, are usually down to a corroded connection. To do the job properly doesn't take any longer than bodging it (i.e. just twisting bare wires together, whereas they should of course be soldered together).

When a connection corrodes, it forms an oxide of the metal that either the wire or terminal is made from. This is usually caused by dampness attacking the surface along with an acidic component. Most if not all oxides have a high resistance, thus if it is not a broken connection causing the problem, it is usually the resistance of the corrosion between the two parts of the connection.

Crimp-on terminals are readily available, but I find that they are more suitable for short term use. For long term reliability in the damp world of the garage or shed, it is far better to solder the connection. Although solder connections are available, the crimped variety can be soldered once the coloured insulation is removed, allowing access with a soldering iron. Following the soldering operation; all that is then required is to add a piece of heat shrink sleeving and the job is done.

CIRCUIT TESTING

To make life easier, some form of test meter is a must. It does not need to be too sophisticated, just a basic model that can read voltage and resistance will do the job. In the pictures I am using a power probe. This can be very useful in tracing faults in wiring and components and it has an inbuilt overload trip so that in the event of a short or something similar, the unit will trip, avoiding damage not only to the test equipment but what you are testing.

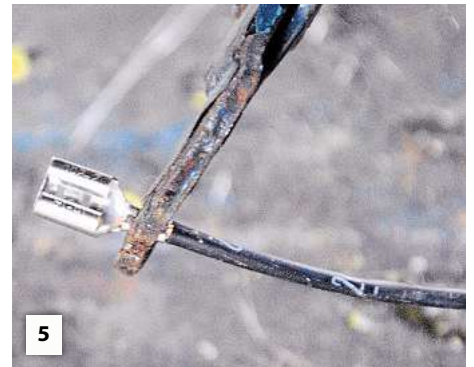
Health & safety

- Do not use naked flames near fuel tanks, especially petrol.
- Avoid sparks and flames near lead acid batteries.
- Soldering irons by necessity are hot and will burn.
- Avoid wearing watches with metal straps when working near vehicle batteries.



4

My preferred way to make the connection is to solder the crimped terminal minus the insulation; this gives the best of both worlds, a mechanical connection (crimp) and a soldered connection keeping out moisture.



5

Bare the end of the wire, long enough to fit the terminal. The terminal can still be crimped with the correct crimping pliers, making a good mechanical connection.



6

Soldered and crimped terminal ready for the heat shrink sleeving. Wait until cooled before sliding it over the joint, otherwise the sleeving may shrink before in correct position; remember to put the sleeving on the wire before fitting terminal.



7

The shrink sleeving needs to be long enough to cover the soldered connection and a small amount of the wire insulation to prevent moisture being drawn into the wire by capillary action.



8

Use a heat source to shrink the sleeving tight onto connection; a lighter is ideal, although be careful if working near the fuel tank, in this case heat from the side of the soldering iron will work.



9

A straight splice is often needed in a loom to extend a broken wire etc. Strip the insulation back on both wires, make sure that bright copper is showing otherwise solder will not adhere.

Ohm's law

Georg Ohm (1787-1854), a German physicist, after conducting experiments deduced the relationship between voltage, current and resistance; this is now the cornerstone of all electrical circuits and calculations – Ohm's law.

Simply put, the voltage (V) is equal to the current flowing (I) multiplied by the resistance (R) measured in ohms Ω . The equation goes $V = I \times R$.

There are many analogies on how to help explain this relationship, but the easiest is to think in terms of water. If you think of the voltage as the pressure available in a hosepipe, the amount of water flowing as the current, and the nozzle on the end of the hose as the resistance, you can soon see the picture. For example, if you lower the resistance (make nozzle opening bigger), the current flowing is higher (more water flows) etc.

From Ohm's experiments, another fundamental equation was deduced concerning the power used in a circuit; this in simple terms is equal to the voltage multiplied by the current and is measured in Watts.



The Ohm's law diagram and the power diagram are easy to use and act as a reminder of the relationship between the voltage and current etc. reading the Ohm's law diagram $V = I \times R$, $I = V / R$ and $R = V / I$ and so on.



Some advocate that solder alone will do, but I like to twist the wires together to help make a stronger joint. Note the shrink sleeving already in place before the soldering is carried out.



After tinning the soldering iron, place against the twisted wires and feed the solder in from the other side until the wires are seen to be filled with solder.



Allow the joint to cool before sliding the heat shrink sleeving over it. Notice the mistake I made; the sleeving was too near the soldering operation and the end has already started to shrink to the wire.



The mistake was remedied by cutting the shrunk part away with a Stanley knife and then shrunk into place with the lighter making a nice strong watertight connection which will stand up to many years' service.



A very useful, if not original, accessory, this inline fuse holder can be fitted up behind the dash panel spliced into the lighting circuit for example, giving protection from a short circuit and saving the loom (and your temper) from frying.



The ubiquitous multi meter, indispensable when tracing electrical faults and checking out dynamo output etc. This model is probably more sophisticated than necessary for some classic vehicle testing.

Practical example

From the restorer's view I can hear the question: "What has this to do with my classic's wiring?" Well, if you wanted to make a new loom and you had two headlamps on your vehicle with 55W bulbs fitted in each, you could easily work out the current flowing in the circuit and choose the correct thickness of wire to make the loom.

Two 55W bulbs would require 110W to be drawn from the wiring. Ohm's law states that

the power P equals the voltage V multiplied by the current I; $P = V \times I$. All those who paid attention during Algebra lessons at school will have worked out how to transpose the formula so that $I = P / V$. Putting in our figures we get $I = 110 / 12$ giving the answer as 9.166 amps; from a wire chart it can be seen that the eight amp wire is too light to carry the current required for these bulbs, so the next size would have to be used i.e. 17 amp wire.



16 I thought I would check out the battery on this tractor as last time I started it, it was very sluggish. Not surprising with this reading, it looks as though a new battery is in order; however I will give it a long trickle charge and retest it before replacing.

17 This tractor is showing a much healthier 12.84v after standing for about a month. I'm sure this is a good battery and the tractor will fire up.



18 This is a power probe used in the motor trade, and it has several useful features. It is clipped onto the vehicle battery, the probe can then be placed on a suspect circuit connection and the LED will illuminate either red or green depending on the voltage potential.

19 Tracing a fault in a headlight circuit, I first tested the earth wire; here the LED showed red (positive). This vehicle is positive earth so it's correct.

20 I then checked the live feed to the switch and this showed green indicating that it was live. I then checked both dip and main beam wires and these proved okay.



21 This is why I dislike crimped terminals. This wire came loose while probing under the dash panel. To illustrate one of the other functions of the power probe, I connected the negative lead to the wire. On modern automotive testing this would be the earth.

22 At the other end of the wire it showed green (negative) correctly, the switch on the power probe can be used to supply a positive or negative current so that suspect items can be powered up independently. It has an overload trip in the unit so that no harm will be done if a short circuit occurs.

Tools required

- Soldering iron
- Electrical solder
- Wire cutters
- Selection of screwdrivers
- Heat shrink sleeving
- Test meter

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A FODEN IN THE FUTURE

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PLUS

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Dealer visit to Witham Specialist Vehicles.
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BEDFORD TK TIPPER



4 cylinder diesel, 5 1/2 tonner, 5.70, one owner from new, needs light restoration, **£2850**
Tel. 07754 705968 for further details. *Essex*

BOB CAT 313



gc **£2500**
Tel. 01371 830466; 07759 254573. *Essex*

CHEVROLET 3600



1950, pick-up, 327CI, V8, 4 speed, Muncie manual, US title, clean good looking and ready to go to work or show, **£11,995 ono**
Tel. Dave 0777 5861445. *Bucks*

CHEVY 4X4 TRUCK



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

CHEVY SILVERADO 454 CI



1976 Camper Special, MoT Sept 2014, use as pick-up or camper, 4 berth, fridge, cooker, shower, **£6995 ono**
Tel. Neil 07976 240948. *Derbys*

CJ5 JEEP FACTORY 304



1979, V8, lhd, totally restored 100% no rust, owned for 20 yrs, **£7995 ono**
Tel. Mike 0777 6036027. *Oxon*

COMMER KARRIER



Gulley sucker, 1972, currently on heavy goods test until August, tax expired, old but in full working order, Perkins 6.354 engine, ready for work or rallies!
Tel. 01341 450241. *Gwynedd*

COMMOT TRAILER



45ft tandem axle step-frame, with hydraulic beavertail (with new rams), raise & lower air suspension, good to new 235/45R 17.5 tyres all round, sockets & bolsters, **£4500**
Tel. 07730 409383. *Lothian*

ERF EC11



4x2 3-8W-B Sleeper cab, air rear axle, £3250; also 1981 ERF B Series sleeper cab, 4x2 unit, vgc, **£4000**
Tel. 07759 473380. *Lincs*

ERF SHOWMANS SPECIAL



1986, Cummins 290 engine, front storage, c/w 2 x 40 ova Perkins 6354 generators in rear, also fitted turner winch and 10kva 240 1.5 BMC wagon set underside, **£5500 ono**
Tel. 07977 582407. *Cambis*

FODEN LORRY



4 1/2", built mainly from kits between 2005 & 2009, approx 15% done from drawings, current boiler vert, firing tools, with transport van, Mercedes Sprinter 2002, 126,800 miles, loading ramps, winch, full tow pack, **£19,950**
Tel. 01626 890569. *Devon*

FODEN S20 180 GARDNER



1959, 8-speed box, excellent cond, drives very well and can keep up with modern traffic, very reluctant genuine reason for sale, **£19,500 ono**
Tel. 07740 299355 eves. *E Yorks*

FODEN S21



8x4 Recovery Truck, 1964, complete and running but in need of restoration, ex Blue Circle vehicle, jib and winch working, great project and all paperwork present. Any inspection welcome. Priced at **£5500 but sensible offers invited.**
Tel. W Mids. *W Mids*

FORD ECONOLINE



1965 Mini van, tax paid, not registered, has a second row of seats and a bed with storage, it has a six cylinder engine, new wheel and tyres. **£5250**
Tel. 07710 852136. *Lincs*

FORD F1



Pick-up, 1951 V8, 390 auto Californian truck, white with red leather seat, UK registered, ready to use, **£20,950**
 Tel. 01892 724800; 07836 780322. Kent

FORD F100



1969 Pick-up, only 69k, year's t&t, registered, all brakes rebuilt, good paint, no rust, orig 3 on a tree manual powered by a 360 V8, proper cowboy Cadillac
 Tel. Alan 07973 834588. Middx

FORD F100



1956, big window custom overdrive, registered, taxed, have log book, Patina clear coat, 6 cylinder, drives good, 3 speed manual with overdrive that works, **£12,000** no offers no trades
 Tel. Richard on 07789 727033. Beds

FORD RANCHERO



1971 pick-up truck, 351C, 5.7L, new MoT, tax exempt, drives superb. Call me for more info & photos, **£11,000 ono**; may take p/x
 Tel. 07896 989731. Hants

FORD 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 011582 840200; 07932 546391. Herts

GMC SHORT BOX PICK-UP



1956, exc unfinished project, lots spent, cab and chassis restored by Bodyshop, in white primer, new clocks, tinted windows, lots chrome, need engine and gearbox, **£5500**
 Tel. Andy 07795 320209 for details. Dorset

HANOMAG L28



Modern engine, gearbox, MoT exempt, tax free, drives on standard licence, rear box is insulated, ideal for sleeping some spares, **£6500 ono**
 Tel. 07908 700898. N Yorks

HAYWARD -TYLER OF LONDON



water pump Duplex type 2 x 1 1/2 x 2 1/2, dimensions 22" long x 9" high x 6" wide lubricator, drain cocks, **£275**
 Tel. 07926 198194. Kent

INTERNATIONAL D30



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

INVALID CARRIAGE



3-wheeled invalid carriage, you don't see these around, **£650**
 Tel. 07930 829764. Essex

IVOR WILLIAMS



tipping trailer, 8' x 5' **£2300**
 Tel. 01371 830466; 07759 254573. Essex

JAYCO DESIGNER



40ft, 5th wheel trailer, fixtures include washer dryer cooker microwave kingsize bed TV & DVD, fire shower separate wc, 3 slide out electric awning, immaculate.
 Tel. 07982 062155. Merseyside

KENWORTH W900



1988, 400 cat engine, runs great, reg in UK, ready to put to your colours, looking for an Airstream, will p/x anything American, **£17,000**
 Tel. 07831 622190. W Yorks

LAND ROVER SERIES 3



1978 HCB/Angus L4P fire appliance, only 11,300 from new on 2-1/4 petrol engine, many new parts fitted. Offers around **£7000**
 Tel. 0191 4100431. Durham

MACK 6X6,



1948, original Billy Smarts circus, original 12ltr petrol engine, good condition, everything working, must sell offers around **£15,000**
 Tel. 07850 437293. Brighton

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

RUMBLE BEE



Numb 0185 80K "54" reg, 5.7 Hemi, t&t, on 20" V-rock alloys, K&N filter, lots spent, runs and drives 100%, **£14,000**
 Tel. 07834 553479. W Yorks

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 LOW LOADER



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

TK BEDFORD TRACTOR UNIT



1965, converted to breakdown, good runner but needs refurbishment,
Tel. 01366 328272. Norfolk

TRAILER



suitable for transport of model traction engines, fitted with steel ramps and hand winch, holding down fixings, 105cm x 140cm **£100**
Tel. 02089 472366. London

TRAILER SACK LEGS



to be collected, **£25**
Tel. 01903 721137. W Sussex

VOLVO F65



26ft Beaver tail sleeper cab, MoT till Aug 2015, taxed Nov 2014, electric winch, good working order, **£2500**
Tel. 01379 650504. Norfolk

VOLVO F86



1978 Model, twin steer truck, good old goer, **£6600 Australian dollars**
Tel. 0411 855255 .
westerntraders87@bigpond.com

VOLVO F88



1972, 101 tonne gross, 6 x 4, 240 engine, 16 speed box, 3.5" pin, fitted with hydraulics, plus a few spare parts. Offers around **£30,000**
Tel. 07831 225413. Durham

VOLVO FL6



And trailer, will carry 10 tons, suitable for 3 tractors, hydraulic ramps and winch, unit taxed til Jan 2015, MoT until Nov 2014, ready to use, **£5500 no offers, tractors not inc in sale**
Tel. 07747 608341. Avon

WILLYS JEEP



1943, owned for over 30 years, on Sorn at present,
Tel. John Low 0208 7806800 daytime for details. London

WOODEN TRAILER



5' x 3' x 18" 500 kg max, tailgate, spare wheel, cover, prop stands, greedy boards, fully refurbished including new floor and tyres **£225 ono**
Tel. 01263 820363. Norfolk

4 WHEEL TRACTION WAGON



Suitable for steam engine, buyer collects from Haverfordwest, Pembrokeshire, **£800 ono**
Tel. 07900 890603. Dyfed

BEDFORD PULLMORE



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

DAF 85 TIPPER



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

DAF CAR TRANSPORTER



1970s, **£20 inc postage**
Tel. Andy 07582 513324. Worcs

DAF HANSON TIPPER



Corgi brand, new condition, lovely model, all boxed, **£45 plus p&p**
Tel. 07944 285293. Kent

DINKY AEC



British Road Services lorry, 1960s, excellent condition, lovely collector's model, not boxed, **£50 plus p&p**
Tel. 07904 612841. Kent

DINKY AEC



1960s, are orange cab truck hire company, Liverpool, good condition, hard to find, not boxed, **£35 plus p&p**
Tel. 07944 285293. Kent

DINKY FODEN



1950, Regent oil tanker, superb condition, **£135 inc post**
Tel. 01829 733969. Cheshire

DINKY FODENS



Two 1948 genuine Dinky not recast, one flat bed, one tail board wagon, **£125 each inc post**
Tel. 01829 733969. Cheshire

DINKY MODELS



1950, Dinky Commer and Bedford breakdown lorries, all cranes work, **£65 each inc post**
Tel. 01829 733969. Cheshire

FODEN DINKY



Burmah tanker, 1970s, as brand new, only out of box for a look at it, make good collector's item. **£75 plus p&p**
 Tel. 07944 285293. Kent

FORD TRANSCONTINENTAL



New in box from 70s, **£30 inc postage**
 Tel. Andy 07582 513324. Worcs

LONDON TRANSPORT BUS



Corgi 1/50 scale, cc26102, unused, boxed
 RTL double decker London transport bus,
£18 plus postage
 Tel. 01296 612619. Bucks

MERCEDES SPITZER



Silo tanker, Conrad, very rare, collectable
 lorry, all boxed, as new, from my own
 personal collection, **£60 plus p&p**
 Tel. 07904 612841. Kent

MIXED COLLECTION



Bedford TK, Dinky Crane, Forklift, Tekno,
 Akerman, and other Dinkys inc in
 collection. **£55 plus p&p**
 Tel. 07944 285293. Kent

ONE TAIL BOARD FODEN



Flat bed, both 1948, **£135 each inc post**
 Tel. 01829 733969. Cheshire

SCAMMELL CRUSADER



Container truck, **£25 inc postage**
 Tel. Andy 07582 513324. Worcs

SCAMMELL HANDYMAN



Co-op lorry with two Commer vans,
 excellent condition, very collectable,
 1970s, not boxed, **£120 inc p&p**
 Tel. 07904 612841. Kent

SHACKLETON FODEN FG



Model lorry with drag, c/w spanner,
 clockwork key and instruction book, all in
 original box. **Offers**
 Tel. 07827 872887. Dyfed

SHELVOKE AND DREWERY



Refuse truck, **£20 inc postage**
 Tel. Andy 07582 513324. Worcs

THAMES TRADER 20



1966 model, 2.5 tons, 4 cyl, petrol, in 2008
 it was stripped down to the chassy rails,
 then rebuilt back to its original state, all
 new elec wiring, **£20,000**
 Tel. Geoff 0411 855255.
 westerntraders87@bigpond.com

VINTAGE TRIANG TIN



lorry tanker with shell tank, good original
 condition, **£200**
 Tel. 07720 950920. Lincs

6 GARDNER PISTONS



c/w rings (1 used but serviceable) plus 4
 Gudgeon pins, now part no. HLX-HLXB
 6831H, **Offers over £400 plus p&p**
 Tel. 07709 281602. Lincs

ARMSTRONG SIDDELEY



21.5hp twin cyl diesel engine on trailer,
 with generator or pump, completely rebuilt
 whilst on loan to Rolls Royce Heritage
 Trust, exc working order, a rare item.
 Tel. 01926 634312. Warks

ARMY CHARGING SET:



Ex Signals Corps from 1954 with variable
 voltage up to 15v, air cooled 100cc BSA
 SV petrol engine and magneto ign with
 dynastart type charging, **£100**
 Tel. 01282-771874 (eves). Lancs

AUTOMATIC TOWING HITCH



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

BATTERY ISOLATOR SWITCH



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

BENFORD DUMPER



Half ton, 2 wheel drive Petter AVA1
 3174972 5.5, 1650 single cylinder engine,
 did work but needs and enthusiast! **£100**
 ono
 Tel. 01780 763477. Lincs

BUTEC VOLTAGE REGULATOR



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

CLARKE WOOD LATHE



37", 12" tool rest, 6" tool rest, 4" face
 plate, bowl turning tool rest, lathe is
 virtually unused, c/w fixings and
 operating/maintenance instructions, **£110**
 Tel. 01422 350449. W Yorks

COPPER BOILER



for 1 1/2" Allchin, requires Caulking before hydraulic test, **£650 ono**
Tel. 01526 353267. *Lincs*

ERF SILENCER



40" long and 4" bore, **£50**; also ERF upright silencer, 4 1/2" bore, **£150**
Tel. 0780 5039684. *Cornwall*

EX BRITISH TELECOM



Demount alloy body, 8ft 6in (long) x 6ft 4-in (wide) x 6ft 3 (high), ideal for sleeping quarters, **£600**
Tel. 07790 339448. *Lancs*

FIRE HOSE



15 metre lengths, just need fittings, ideal for carrying on engine to fill up water tank from hydrant, **£60 £15 each**; buyer to arrange pick-up
Tel. 07525 724468. *Pembs*

FLAIL MOWER



GKR/SB80 **£1000**
Tel. 01371 830466; 07759 254573. *Essex*

GARVIE MILL



3ft, in shed last 50 years, all pulleys free and in original condition,
Tel. 07712 161451. *Co Londonderry*

HOWARD GEM ROTOVATOR



Kohler engine, new clutch, good tyres, full working order, **£850 ono**
Tel. 01799 531651. *Essex*

IFOR WILLIAMS



LM105 GHD, 10ft x 5ft 6", 3.5 ton gross, drop sides, excellent condition, **£1700**
Tel. 07778 322555. *W Mids*

INDIA TYRE



Brand new, 40 x 8, 12 ply, never fitted to wheel, Offers around **£400**
Tel. 07855 293434. *W Sussex*

LOWLOADER TRAILER



knock out neck with rear ramps Tasker /Andover, 1975, MoT till July 2015, use with PTO or donkey engine, good tyres on tubeless wheels, very good condition, **£5000 ono**
Tel. 07739 608280. *Somerset*

LUCAS VS107



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

MILLING CUTTERS



New, carbide tipped side and face, 4 of, 212 to 2 SD mm dia, 10mm wide x 40mm bore, all sizes approx. **£60 the lot or £19.50p each carriage inc**
Tel. 01789 778174. *Warks*

MILLING CUTTERS



carbide tipped side and face, new, 4 of, 125mm dia, 7 of, 80-90mm dia, 27mm bore, all sizes, approx **£50 inc postage**
Tel. 01789 778174. *Warks*

NEW PARTS AC MODEL



70 Invacar lots of new pars come form 1970s Invacar factory, **£375**
Tel. 01376 325383. *Essex*

OVALOID TANK



1950s, 1900 gallon, 3 compartment, from 8 wheeler/6 compartment lorry, suit 4 wheeler restoration, used as gas oil tank, in good condition, **£300 ono**
Tel. 01780 763477. *Lincs*

POLE LATHE



made of elm, c/w stand, good working order and condition, **£tel £75**
Tel. 01665 711137. *Northumberland*

RUSTON BUCYRUS



1940s low loader, knock out front axle - used to transport 10RB excavator, twin wheel rear, 8.35 x 20 fronts, in good condition, weighs 3.5 tons, **£500 ono**
Tel. 01780 763477. *Lincs*

SEARCH LIGHT TRAILER



1940s, 2 wheel (10x20 singles), used until recently as low loader for 4 ton flat roll, good condition, **£200 ono**
Tel. 01780 763477. *Lincs*

THOMPSON BROS



2 ton winch, made by Thompson Bros of London, gwo, **£150**
Tel. 0780 5039684. *Cornwall*

TUBE EXPANDER



2", good order, **£75**
Tel. 01665 711137.

TURNER WINCH



for sale.
Tel. 07815 314786. W Yorks

TWO FORD D ENGINES



Marinised engines (believed mid 1950s), reconditioned several years ago but never used, stored outside under cover and are suffering from surface rust. **Sensible offers.**
Tel. 01269 850039. Dyfed

TWO TYRES



25 x 6, unused Continental make, 8 ply, **£160**
Tel. 01299 403481. Worcs

WHEELNUTS



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

ZENITH FILTER



Sediment bowl, 1/4" and 1/8" bsp, **£20**
Tel. 01665 711137. Northumberland

FRONT HEADLAMP PANEL



wanted for Leyland AEC Ergomatic cab, as photo, must be new/old stock, free from rot, good price paid.
Tel. 07866 268459. Cambs

LEYLAND AEC



Ergomatic cab wings as in photo wanted, both sides, also lower front headlamp panel, nearside door quarter window and any other new cab parts or panels wanted.
Tel. 07887 722111. Northants

LEYLAND AEC ERGOMATIC CAB



inner wheelarch panels wanted as photo, good price paid.
Tel. 07866 268459. Cambs

NISSAN CABSTAR TRUCK



Wanted - any year/condition, can collect, good price paid, can you help!
Tel. 07810 741366. B'ham

WANTED MITSUBISHI L200



Trucks, Mitsubishi vans, petrol/diesel, any condition, top prices paid, we collect anywhere in UK.
Tel. David 07775 998628. Essex

WANTED REAR BACK PLATE



L/h/s plate for 1970 Bedford TK EJM 3B (10 ton), outer dia 385 mm, brake cylinder position at 12 o'clock position, also other parts interest.
Tel. Finland markku.paavilainen@gmail.com

ASSOCIATION BADGE



Commercial Motor Users Association badge, chrome finish, 96 x 117mm, stud fixing, **£48 inc p&p**
Tel. 07968 659967. Surrey

ELECTRIC ORGAN



Alan Pell 30k Harmidi Player System with two disks of music - excellent condition - plays well, **£3500 ono**
Tel. 01554 833900 for further details. Dyfed

ENDLESS DRIVING BELT



6" wide x 60ft long, used only a couple of times, very good condition, **£550 ono**
Tel. 07511 288578. Hants

EXTERIOR LAMP



large metal, wall mounted, swan necked, overall height 31", lamp height 16", **£45**
Tel. 01789 778174. Warks

GARDNER 3LW



parts manual, vgc, **£40**
Tel. 07720 950920. Lincs

MORRIS 8 MANUAL



1937, includes running adjustment and instruction, good condition, **£40**
Tel. 07720 950920. Lincs

SERVICE TIME RECORDER



1946 (spy in cab), one of the early ones with no clock, full working order, complete with disc inside, **Offers**
Tel. 01829 733969. Cheshire

TASKERS LIVING VAN



Wood stove, beds, seats, sink, very good condition, tow very well, used for shows last 10 years, **£6700**
Tel. 07747 636421. Northants

VOSPER THORNCROFT



Living van, 1946, the first van of eight built by this company, well documented history, excellent inside and out, 32ft, exchange considered, **£26,000**
Tel. 07825 627378; 01256 862261. Hampshire

For Sale

2 MORRIS COMMERCIAL tonner trucks, plus loads of spares. 1937 T2 stripped down plus parts for a 34 van, sufficient parts to rebuild the '37 truck and rolling chassis for the '34, est value £k, offers over £3000. Tel. Dave 01405 816800. S Yorks.

BOX TRAILER 6ft x 4ft x 4ft, can be bigger, must be in good condition to carry ½ ton upwards, loading ramp, rear door would be nice but not essential, will travel. Tel. 01225 754374. Wilts.

BRISTOL 10 crawler tractor, 1946, AF35 with tow bar, restored 2004, £850 ono. Tel. 02380 364866. Hampshire.

DAVID BROWN 25 in great original condition, full working order inc all lights gauges etc, with brown log book, can deliver at cost, £3500, also one to restore great runner, £1500. Tel. 01335 370210. Derbyshire.

ERF 4 X 2 UNIT works sleeper, 265L Rolls Royce, 9-speed Fuller, ex Moreton C. Collimore, original dry stored, complete, many new parts to go with sale, round aluminium fuel tank and brackets sun visor, wings, lights, catwalk etc. £3000 no VAT. Tel. 01568 708715. Herefordshire.

ERF LORRY 1970, 5 cylinder Gardner engine, Browns box 2 speed axle, alloy ex fridge van body, 300 amp, 100 revs, shaft driven dynamo, reason-able offers wanted. Tel. 01786 464059. Stirling.

FERGUSON T20 P3/144 diesel conversion, good engine, gear box, rear tyres, tin work poor, rare conversion requires finishing, runs, drives, stops, well, £800. Tel. 01525 220034. Beds.

FORD 4000 1966, starts & runs, brakes need replacing tinwork reasonable, mudguards rot, two new tyres, Foreloader front loader with bucket, been on market garden most of its life! £2100. Tel. 07807 825526. Kent.

COMMER PANTECHNICON 1964, 2 cylinder, restoration needed. Offers. Tel. 07860 848769. Mid Glam.

FORD IVECO ex. library van, 90% restored, grit blasted, painted chassis, 2 bed lounge, kitchen, shower, chance of plans, must go £2000 ono. Tel. 07443 564320. Cheshire.

Models

26 MODEL BUSES in original boxes, £520 Tel. 01493 369938. Gt Yarmouth.

MARKIE SHOWMANS Steam engine 1½" scale Spirit fired, steamed once only, c/w manual, pristine condition, £2250 ono. Tel. 01427 873992. N Lincs.

MODEL STEAM ENGINES wanted, finished or part finished, workshops cleared, cash paid. Tel. 07811 484124. Suffolk.

SENTINEL STEAM LORRY 3" scale freelance, no boiler test, not been used for several years so will need recommission back into service genuine reason for sale, £2900 ovno. Tel. 07928 534346 after 6pm. Cambs.

Parts For Sale

AEC 505 ENGINE runs on stand, £450; AEC 505 engine plus 6 speed gearbox, £500; AEC Mercury rear axle, £200 Tel. 01487 822450. Cambs.

AEC AV691 Ex MOD generator engine, recon 1991, very clean, would convert to fit Mandator etc, buyer to arrange collection, £875. Tel. 01953 607295. Norfolk.

AEC AV691 Ex Mod generator, engine recon 1991, very clean, would convert to fit Mandator etc, buyer to arrange collection, £875. Tel. 01953 607295. Norfolk.

ATKINSON RADIATOR in good working order, £340 Tel. 07798 616572. Dyfed.

BEDFORD BADGE Bedford Drivers Club original enamel on steel badge, not tin, with fixing, 3" dia, £45 post free. Tel. 02083 997541. Surrey.

BEDFORD 7.5T front axle, Daf 95 rear axle, Daf 2800 rear axle, ZF gearbox, Volvo F88 rear axle, Foden/Eaton d/d cut-off backend, White Road Com-mander parts, Kenworth d/d rear end + other parts, Diamond T980 c/w Hercules+WD45 twin boom, good tyres, Open to offers. Tel. 07860 717866. Essex.

BEDFORD K OR M LORRY 20" wheels, x 2, sound, £20; also quantity Bedford TA plus TJ Workshop books, exc cond, £20. Tel. 01600 714751 (eves best). Monmouthshire.

BEDFORD WS 1936 parts/spares wanted, all spares/parts considered. Tel. 07976 256417. W Mids.

BELT PULLEY for Massey Ferguson 35 or 135, £90 no vat. Tel. 01270 768068; 07729 562055. Cheshire.

DAVID BROWN 995 F/weights and frame (comp), I/H 275/276 etc, cyl block and head plus various other parts. £250 Tel. 01793 751145 eves. Wilts.

ERF PARTS 1997-2002, four sets new brake shoes, two brake valves, seven wheel studs back and front, full grease bucket with dispenser, wheel brace, two heads for petrol shogun, Tel. 07939 116955 for price. Kent.

FARM FORCE front linkage off New Holland 155 control box to fit Greenland or Vicon 156-157 baler, Lister Blackstone trailed, small seeds and fertiliser spreader, vintage. Howard Rota spike to fit barrel of 6ft rotavator; tractor bonnet to fit John Deere 3140. Tel. 01754 763319. Lincs.

FORD D SERIES 4 cyl exhaust manifold, 4 1½" dia f/w cylinders, 2 front plastic grille mounts/hinges, 1 cab mounted indicator lamp, 3 ac delco gauges, all new, £175 the lot. Tel. 01206 272610. millhawk.box@gmail.com

FORD REAR WIPER 1920, complete, £35. Ford PTO guards, genuine 5000, 4000, £25. Tel. 07771 566172. Oxon.

FORD WHEELS and tyres, 16-9-38 inflated, 50% tread, £600. 07767 656503. Hants.

FOSTER WELLINGTON CASTINGS 95% complete set to build full size engine, drawings and photos, rolled smoke box and springs, offers over £8000 or swop miniature. Tel. 07815 936444. Derbys.

FRIEDMAN & MAIER (F&M) fuel pump off Leyland 680 engine reconditioned, £75 Tel. 01697 342744. Cumbria.

LAND ROVER 300 Discovery R380 gearbox, bought for project, and not used, was told it had done 69k miles, perfect splines, nice gear change, clean condition, £100 ono. Tel. 01246 811821. Notts.

MERRYWEATHER FIRE ENGINE windcreens with most of aluminium frames and blue beacons, £150 buyer to collect. Tel. 01953 607295. Norfolk.

Parts Wanted

COMMER VC/MAXI-LOAD TRUCK: Doors or cab wanted, also seats, fuel tank and any other misc Commer items for cab, trim or other general mechanical parts etc. Tel. 07973 803360. Cheshire.

FUEL PUMP WANTED for Leyland 680 Inline CAV/Majormec please. Tel. 07974 570426 or 01384 897213. W Mids.

LEYLAND EA van parts wanted - body, trim or mechanical items, including parts for 2.5 BMC diesel engine. Tel. 07973 803360. Cheshire.

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WANTED FOR MORRIS COMMERCIAL T2 Tonner, 1934 & 1937 van or truck, any panels, spares or donor vehicle considered, wings, bonnet, mudguards, doors, magneto. why? Tel. Dave Smith 01405 816 800. S Yorks.

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Miscellaneous

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AMERICAN CLASSIC COLEMAN 2-burner camping stove, exc cond, Boots slide projector, Burgess bandsaw, two, need stlc, Offers, buyer collects. Tel. 01643 702750. Somerset.

BASSET LOWKE BURRELL 1½", most parts there to complete, selling due to lack of time to work on it. Tel. 07927 194316.

CALEDONIAN STEAM PACKET Co Ltd, illustrated history 1971 by Ian MacArthur, 290 pages, no D/J, £30. Tel. 01242 693862. Glos.

CANVAS LORRY SHEET 26ftx20ft, red with blue centre panel, tie down cords and pull down tabs, very little use, written with haulier's name, £100. Tel. 01235 531182; 07836 254735. Oxfordshire.

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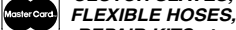
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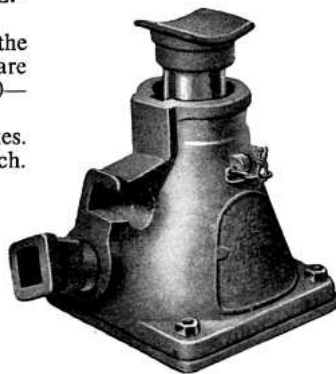
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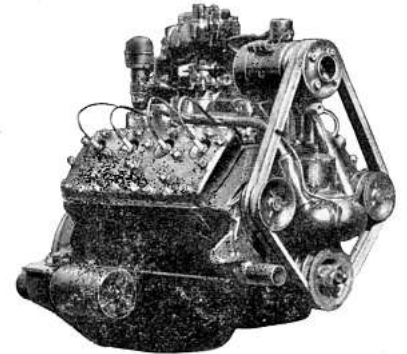
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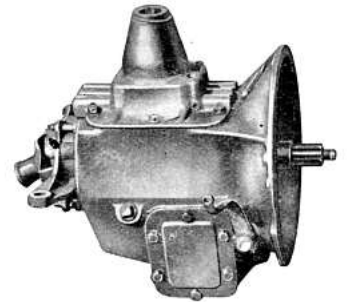
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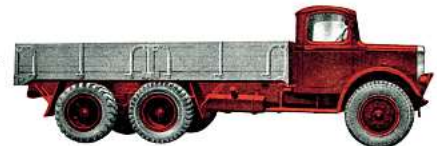
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