

Leyland Torque

No.58 - WINTER 2012



THE MAGAZINE OF



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MEMBERSHIP

Subscription levels are £27 per annum (Family £31), £33 for EEC members, £38 (in Sterling) for membership outside the EEC. Anyone joining after 1st April and before 31st July will have their membership carried over to the next 31st July, ie up to 16 months. This is good value for money and new members are welcomed. Application forms are available from the Membership Secretary or via the Website www.leylandsociety.co.uk

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EDITORIAL

Another year gone, they go faster each year, and there is so much Leyland material to get into print. Again we have a very diverse range of articles and letters with this issue, and a catch-up on some Food for Thought items – I'm sure there is more yet to be found on the short Irish Tigers and Lions of the early 1930s.

There are a number of very worthwhile Leylands currently being restored at present and, whilst we normally leave restoration and rally reports to the regular monthly magazines, usually covered in great depth, we will feature some in Leyland Torque – this time Bill Ashcroft's Lion and a selection of preserved Spanish Leyland lorries in an excellent article from Martin Phippard.

As you will see from the following pages, there have been a lot of changes on the Committee of The Leyland Society since the last issue, many of which are the same people, swapping the functions around, but we have sadly lost Gordon Baron who did so much toward the formation of the Society all those years ago. An obituary can be found on page 4. In November we held the AGM at Coventry and, though the turn out was quite low, many of the regulars attended, some travelling long distances – it was good to see those familiar faces and to discuss matters Leyland. We finished with a very interesting film on the history of the British lorry.

With the publication of Torque No.56, six months ago, we completed another volume of eight issues for the binders, resulting in a run on our stock. I'm pleased to say that we've had another 100 binders made and these are now available from David Berry (as a reminder, they cost £7 each (incl.P&P), or £13 for two bought together).

So, do have a good Christmas and New Year – let's hope the weather is kinder to us in 2013 and that we have a good turn out at the Gathering in Leyland in July.



Editor

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CHANGES TO YOUR COMMITTEE

There have recently been a number of changes in the make-up of the Committee of the Leyland Society and these are commented upon below and summarised on the inside front cover. Before we start you will need to know that our Hon. President, Andrea Thompson, has left the position of Managing Director of Leyland Trucks Limited; she is leaving Paccar and taking up a career in a different organisation. She is being replaced at Leyland Trucks with a new MD, Ron Augustyn. The position of Hon. President will therefore be vacant until we are able to appoint a new Hon. President.

As will be seen elsewhere in the magazine it is very sad to report that we have lost one of our Vice Presidents, Gordon Baron, a founder member of the Society and well respected Leyland historian.

It has been “all change” on your Committee with both Dave Bishop and Terry Spalding wishing to retire in order to free up their time for some of their other commitments; they will both remain close to the Society giving us their continued support for the future and we thank them both for all the hard work they have contributed in the past to make the Society what it is today. John Woodhouse, a close friend of Dave Bishop but not a member of the Society, is also stepping down and we would like to thank him for all he has done setting up and developing the Society website – thank you John. Our new webmaster is Gerry Tormey and he has the experience of running several websites for the historic vehicle movement, include various trusts and museums. He has been “up and running” since the middle of September and has already very enthusiastically made some improvements to the website and we thank Gerry for taking on what is, to most of us, a very technical job.

John Bennett, who many of you will already know, has been appointed to the Committee and we very much welcome him aboard. He has a very extensive knowledge of commercial vehicles, particularly buses and he will no doubt be a great asset as a Committee member.

You may recall that Neil Steele was Chairman of the Society from its formation until a number of years ago when he had to step down for personal reasons. Ron Phillips stepped into the Chair, as acting Chairman, and has done an excellent job over the last few years. Ron is now taking on some other duties, described below, and has handed back the position of Chairman to Neil who is now back on the Committee whilst retaining the position of Vice-Chairman.

David Berry has taken over the website liaison activities from Dave Bishop so, in future; all enquiries from the website and updates of the website will be filtered through David who will work closely with Gerry Tormey. David was, of course, Treasurer of the Society and this function is now to be handed over to Gary Dwyer who will take on the function, initially with some help from Mike Sutcliffe, in addition to his other duties as our Rally Organiser/Event Co-ordinator.

Dave Moores has retired as Membership Secretary, reducing his role to that of Assistant Membership Secretary, now looking after new members, a position which

he takes over from Dave Bishop. John Howie is our new Membership Secretary, looking after the administration of membership subscriptions and also Gift Aid and dealings with the Charity Commission.

Although we have kept a register of Preserved Leylands since the formation of the Society we are aware that we have not used this to its fullest extent and Ron Phillips is now to take over the register, originally held by David Berry, to develop this aspect of the Society. It is planned that he should write a regular feature for inclusion in Leyland Torque, choosing a new restoration / preservation project for each issue.

In addition to looking after secretarial matters and accounts production, Mike Sutcliffe will continue to edit and produce our magazines, now to be assisted by John Bennett. Don Hilton will continue with his Leyland vehicle recording, also giving help with technical matters and advice on spares.

So, one or two slight changes to the organisation! As a Committee, we feel that these changes will liven and invigorate the running of the Leyland Society to look after members' interests and of course our work as a Registered Charity.

LEYLAND GATHERING AT LEYLAND, (Sunday 7th July, 2013)

Next year the Society will be 15 years old and, after canvassing vehicle owners opinions last year, there was a narrow margin in favour of holding our 2013 Gathering in Leyland, our spiritual home. Our event has usually formed part of the Leyland Transport Festival but at the time of writing, the dates for the Festival have not yet been confirmed. To enable members and vehicle owners to put a date in their diary, we have decided that we will hold the Society Gathering on Sunday 7th July in Leyland. The date selected is one of the potential dates for the Transport Festival and it is still possible that our event will form part of the activities of the Festival. An entry form for the event is included with this issue of Torque. Please return it as soon as possible so we have an indication of numbers and can start planning the event.

Many owners particularly enjoy driving their Leylands and a new dimension is that the BCVM is organising a road run on the day prior to our event, on Saturday afternoon, 6th July. Starting from Leyland, the route is expected to include some challenging roads and allow drivers to take in the local scenery with some stops en route for photographs and refreshments. If you would like to take part in the road run, please indicate this when returning your Gathering entry form. Overnight vehicle parking will be available at the BCVM and we also plan to try to negotiate special over night hotel rates. We will provide further updates as soon as we have any new information – please indicate on your entry form if this would be of interest to you. Please ensure you include up to date contact details on your entry form – the last minute change of location last year demonstrated how important this information can be, especially an email address. Please be assured we will only use e-mail addresses in relation to the Gathering, not for any other purpose.

GORDON BARON

It is with great sadness that we have to inform you that Society Hon. Vice President, Gordon Baron, died on 27th September at the age of 77. He leaves his wife, Barbara, and sons, Ian and Keith.

Gordon began his working life as an apprentice engineer with a small engineering company. He moved to English Electric in 1952 and was called to the RAF in 1956 for National Service returning to English Electric in 1960 helping to build Canberra and Lightning Aircraft. This was followed by a short spell at a driving school before beginning to work for Leyland Motors in 1966, working on vehicle assembly in the Comet Shop, then moving to Chorley in 1976 until retirement. He also had a spell at driving for Fishwicks.

Gordon's working life at Leyland Motors was instrumental in him promoting the idea that there should be a club to cater for those interested in the vehicles of Leyland Motors. At the time, in 1998, there were several "one make" Societies but



nothing existed for Leyland, the biggest UK commercial vehicle manufacturer. Gordon, together with others involved as Friends of the British Commercial Vehicle Museum, arranged to hold a meeting at the BCVM on the day of a Rally for Leyland Vehicles which was being held at the Museum on the 14th June 1998. At that initial meeting, a steering committee of 6 members was formed which met for the first time in Rugeley on 13th August and the Leyland Society was born. Gordon helped yet again arranging the venue for the Inaugural General Meeting of the Society at the BCVM in October 1998. Three of those original members, Neil Steele,

Mike Sutcliffe and David Berry are still on the Committee and, over the last 14 years, the Society has gone from strength to strength.

Gordon was instrumental in saving a massive amount of original Leyland, AEC and some Guy material including Minute Books, General Manager's reports and Build Sheets, to name just a few and, without Gordon's prompt action in clearing these from damp cellars etc, they would have gone in the skip. Gordon was a Trustee of the BCVM and at one time Chairman of the Friends. He was also in charge of the Archives at the BCVM, including the massive photographic collection for many years. Gordon was also a founder member of the AEC Society and a Vice-President.

Whilst at the Museum Gordon promoted research and supported the publication of books about the famous Leyland Clocks, the metal framed 'V' fronted Leyland bodies and Shap. One of Gordon's proudest achievements was the formation of the Shap Memorial Trust and the placing of the Shap Memorial Stone on the A6 to recognise the hardships drivers faced year in and year out traversing the old A6 over Shap Fell taking goods to and from Scotland. Surely this stone will now become the most fitting memorial to a man who had 'transport' in his blood. We have a lot to thank Gordon for, apart from the fact that he was a good and loyal friend; he would always help anyone with any sort of query and he will be sadly missed. *NDS/MAS*



A PRESERVED LION LT2

Bill Ashcroft is to be commended in having restored this 1931 Leyland bodied Lion LT2, **CK 4518**, which began life with Ribble Motor Services – it looks magnificent! After service with Ribble, it went to Newbury & District in 1942 prior to being sold to H Luff, Leatherhead in 1947. It ended up as a static caravan near Ascot where the owner started it up every year in case it had to be moved! Mike Sutcliffe and friends found it in 1978 and rescued the bus, keeping it safe until Bill acquired it for an extensive restoration. The Ribble Vehicle Preservation Trust have a Leyland Tiger of the same age and it would be good to see that restored – together they will make an interesting pair.



The LT2 Lion as found, lurking in the woods near Ascot

(Mike Sutcliffe)

WHAT LEYLAND'S DOING

By Steve Whelan

PACCAR Direct

In order to provide our customers with the best service we can and to ensure they get their trucks into operation as quickly as possible, Leyland Trucks now offer the PACCAR Direct service. This service enables customers to specify customisation work, that is historically carried out off site by a third party, to be done before their vehicle leaves the factory, which means we deliver completed vehicles directly to customers. In conjunction with DAF and the UK DAF dealer network, over 800 vehicles have now been delivered directly to the customer through PACCAR Direct. Customers like Morrisons Supermarkets and Ryder Truck Leasing utilise Leyland's post production packages enabling vehicles to go directly from the Leyland facility to the customer site and into service on the same day. PACCAR Direct options include a variety of aspects from generic pre-delivery inspection and tax and licence registrations to more customer specific items such as tachograph calibration, electronic add-ons and custom vehicle graphics. Regardless of the requested activities, PACCAR Direct from Leyland gets new DAF trucks to customers faster, providing real financial benefits as customers get their new truck into service quicker than the traditional delivery methods.



Leyland Trucks support in the Community

In September this year Leyland Trucks sponsored and participated in the historic Preston Guild, held once every 20 years, in which the city carries on an 800 hundred year old tradition of celebrating local business, trade and community that dates all the way back to 1179. Leyland Trucks offered support as the main sponsor of the Trades Procession, which was the first of 7 processions to take place over a full week of activities and celebrations. On Saturday 1st September more than 100 local companies celebrated their businesses by entering floats in the procession accompanied by 3000 walkers providing music and entertainment along the route. More than 30,000 visitors packed the streets to watch the spectacle as it passed through Preston and kick started the whole Guild week celebrations.



Leyland Trucks also supported the Guild's Vintage Weekend event on 1st and 2nd September, teaming up with The British Commercial Vehicle Museum to provide an array of vehicles that were produced in Leyland in past years to the present day. Our vehicle displays provided a great backdrop to the event and the many family entertainment programmes provided in Preston's historic Avenham Park. The weekend festivities were attended by many thousands of local families. The Guild celebrations, as a whole, have been pronounced a great success helping to project Preston's city image nationwide and further afield.



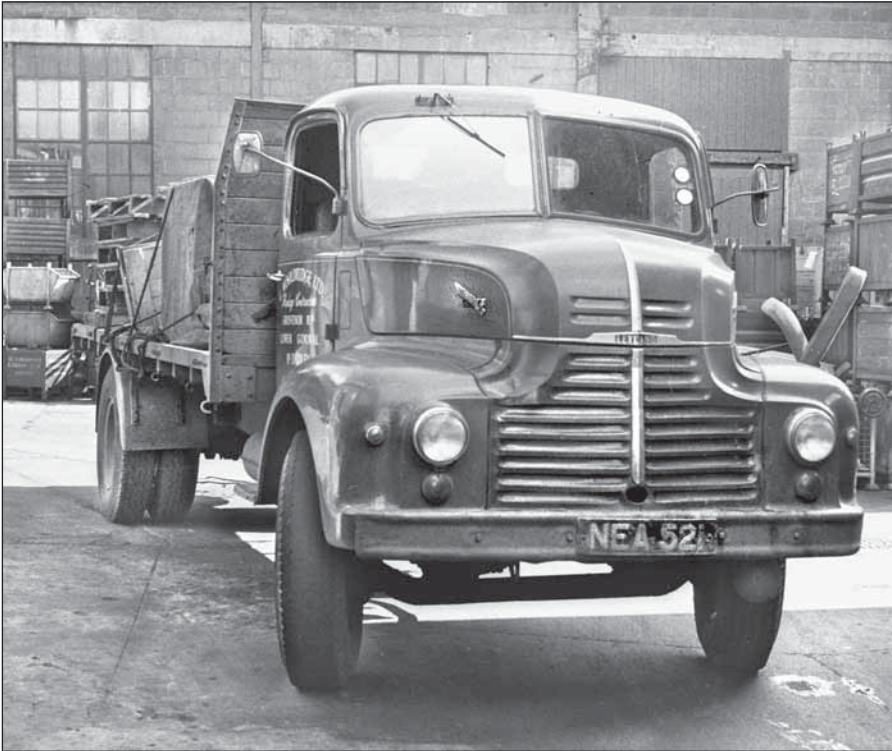
“LEYLAND LORRIES FOR LOADS”

LORRIES FROM THE WEST MIDLANDS

By Peter J Davies

The “Black Country” has been chosen by Peter for the topic in this edition of Torque. This was a heavily industrialised area of the country very much involved in the motor industry. Peter worked for Vauxhall Motors at their Bedford plant in Luton and used his camera to good effect at lunchtimes and after work, capturing the delivery lorries as they brought parts for the Vauxhall factories. Another local haunt was the Toddington M1 services, an excellent place to see the passing lorries which had stopped for a break. All of the photographs were taken by Peter Davies except where stated.

Again, Malcolm Wilford has managed to identify many of the chassis with numbers by trawling through his extensive chassis records and we thank him for that.



Originally registered in West Bromwich, NEA 521 was a 1955 Leyland Comet ECO2.1R of C Wooldridge Ltd, Lower Gornal, near Dudley. It was photographed in March 1966 at Vauxhall Motors', P Block Stores, in Luton, in very difficult lighting conditions for photography.



A 1961 Hippo 20.H/11 dropside lorry, 291 DVP, of Edgar Vaughan, Birmingham, loaded with drums of oil. Again seen at Vauxhall Motors' Luton factory, Gate 9, AA Stores, in April 1965. Chassis no.610259 (line no.209) being new in April 1961.



1962 Octopus 24.O/4 of Clearance Transport Ltd, Walsall where it was registered 709 BDH. Seen in Kimpton Road, Luton near Hayward Tyler's factory, Nov 1964. It appears to be equipped with tipping gear but is in use as a flat lorry here.



This LAD Comet CS3/12R, 622 MAL, was new to Hoveringham Gravels, Notts, in January 62 (batch too big to identify this). Now with Hadley & Cutts Ltd, Wolverhampton, it was photographed in July 1966 at a Leighton Buzzard sand quarry.



New in August 1961, this was an LAD-cabbed Octopus of A Naylor of Great Bridge. 625 FEA was model 24.O/9R, chassis 611992 (line no.13). The lorry featured in Leyland's front cover colour advertisement on Commercial Motor when new.



HRE 716K, registered in Staffordshire, was a 1972 Leyland Bison 500 series, dropside lorry of A V Lucas of Tipton, Staffs. This nicely sheeted lorry was photographed at Toddington Services in July 1974.



VDH 309S was seen at Toddington Services in Sept 1971, a regular haunt for lorry photography. It was a 1977 Leyland Marathon artic of P J Butler of Oldbury, coupled to a 12m tilt trailer.



Registered in Warwickshire, LWD 725V was a 1980 Leyland Roadtrain artic of P D Taylor Ltd of Brownhills, loaded with bricks. It was photographed at Toddlington Services in May 1980 when new, with the owner proudly displaying his T45.



Wise & Co Ltd of Wolverhampton ran this Leyland Freighter 16-15, dropside lorry, built in 1987. E610 DWD was captured at Toddlington Services, about to leave, five years later in March 1992.

FOOD FOR THOUGHT

Feature edited by Allan T. Condie
All correspondence to Mike Sutcliffe

206. Leyland Tiger TS5 and Lion LT4 (and LT6)

These are now covered in some detail in “Food for Thought Special” – see page 18.

213. An ‘odd body’ that never was... Royal Tiger

Dave Moss, of the Ribble Vehicle Preservation Trust, has replied – the question is asked, why did the artist get it wrong? – Leyland only ever produced 150 Leyland Royal Tiger PSU1/13 service buses fitted with Leyland bodies and of these, 120 were delivered new to Ribble. At the RVPT we currently have two of the Ribble examples, one of which is currently stripped down and under restoration. As this is my current restoration project, I am able to see the bare bones of the vehicle, so I am able to give the reason why the artist got it wrong. The Leyland bodied Royal Tiger Coach has a centre entrance and a 4-piece wrap-around windscreen, and is devoid of any corner support at the front corners from the waist to the roof. The Leyland Royal Tiger Bus has a front entrance and examination of our stripped example, **ERN 700** (Ribble 377), shows that the passenger doors and associated framework is actually hung from the roof. To do this the corner stick must be vertical and be on the front corner of the vehicle; this causes the front of the vehicle to have a flat front and a square corner at the front as apposed to the Royal Tiger Coach which has its front windows angled backwards from the waist as in the artist drawing.

If the corner pillar had been placed vertically with the sloping windscreen as shown in the drawing then the seating capacity would have to be reduced from the bus version of 44 to 40, as four seats would be lost, this being one seat less than the 41 seater coach. By moving the door forward, this allows the extra four seats, giving a 45 seat capacity, but one seat is lost due to the vehicle having a rear centre emergency door. The extra space between the rear of the front door and the front of the wheel arch is taken up by a 9in panel below the waist and a sausage shaped wide window above. The roof has also to be extended forward by this same amount. Other than the fuel filler, which is on the nearside back corner under the curved window (that’s where we have just refitted the fuel tank on ours) the drawing is correct in every detail even to the roof vents.

For anyone interested in seeing a photograph of **ERN 700**, there is one on our 2012 Membership leaflet showing it being towed backwards into the shed after having its chassis sand blasted. This photo clearly shows the front nearside and the corner upright. The picture may be viewed on our web-site www.rvpt.org and follow the link “Join Us”. Whilst you are there why not print off the form and send it off to our Membership Secretary!

215. DeHavilland DH104 Dove Mk6, G-APVX

Plenty of comments received on this one, thank you to Andy Dingwall,

Maurice Doggett and John Howie. **John** tells us that it was delivered new to Leyland Motors Ltd, Leyland, on 10th December 1959, and remained with them until 2nd December 1968. It was a regular visitor to Gatwick (approx every 2 months). Between 1969 and 1972 it was operated by JCB (digger manufacturers) and later went to Australia, being destroyed in a collision in 1974.

Andy recalls flying in the Dove a couple of times and has told all sorts of interesting facts about the aeroplane and its operation, some of which are related here – it did not normally use any of the main London airports because the landing and handling fees were considered by Leyland Motors as being too expensive. It was normally stabled at Leeds/Bradford from where it was theoretically flown to pick up directors as required. If seats were available, others could hitch a lift. One customary route (he has no experience of any others) was from Leavesden, near Watford, to Samlesbury, near Blackburn and convenient for Leyland. On occasions, deHavilland's at Hatfield was used, presumably when manufacturer's servicing was needed.

He believes the plane proved to be a mixed blessing; it could be grounded by "fog in Leeds" thus ruining any prearranged meetings etc. If the travelling directors changed their schedules, other passengers could be left stranded – at a time when the train journey from Leyland to London Euston took at least 4 hours - and your car might be at Leavesden! The pilot was a Capt. Frenzel, accompanied by his girlfriend Jan as hostess, both wore dark blue uniforms with all the trimmings. Jan also acquired a wireless operator's licence and they subsequently married.

Maurice adds that the aircraft was a Dove Mk6 and was the second aircraft to bear registration G-APVX. It had construction no.04509 and bore the previous identity of G-5-12. G-APVX had previously been allocated to a Scottish Aviation Twin Pioneer in Sept.1959 but that was re-registered (this all sounds like road vehicles before 1921! – Ed.) The Dove may not have been owned by Leyland Motors but operated on behalf of Leyland. Further information from Maurice tells us that the Dove was damaged in an undershoot at Yeadon airfield whilst attempting to land in a snowstorm on 30th December 1961. It was transported by road to Leavesden for rebuilding and then returned to Yeadon. The registration was temporarily cancelled in December 1968 when the Dove was supposedly sold abroad, but it remained in England with JC Bamford until being sold by JCB on 8th November 1971. On 9th Nov. it arrived at Cootamundra, New South Wales, still with UK marks and was re-registered VH-WST on 4th May 1972 to Mr AH Baker (Skyways Airlines). Unfortunately, on 13th March 1974, the Dove collided with a Twin Comanche (VB-WWB) in the circuit at Bankstown and both aircraft were destroyed, with the pilot of the Dove and three people in the other aircraft being killed. *(So, there you have it! It's amazing just what knowledge there is out there, being brought together in Leyland Torque! – Ed.)*

216. Leyland Olympics and Olympians

The recent article by John Howie on this marque, in **Leyland Journal No.14**, has stirred up some more interest along with additional information. In the meantime



A South African Railways Olympic coach with a close up of the steering column.

(John Shearman)

a photo from John Shearman will help to keep the pot on the boil, so readers can look forward to further discussion in future issues. If any reader has any queries to raise/comments to make, please contact the Editor.

217. Unusual Cab Doors

Two separate new items relate to a similar subject and are therefore put together under one heading. **Neil Steele** has sent this picture of a very unusual “cab” door on a Burlingham Seagull bodied Leyland Tiger Cub coach, **SUG 20**, belonging to Wallace Arnold. Here it is compared with a standard body on a version for Ribble Motor Services. The coach has a driver’s door hung in the ‘suicide’ manner and, beside having a foot step, appears to have semaphore indicators in a rather low position! I can’t say that I have seen any other Seagull body with a driver’s door and would think this specification would be a rarity?

The photograph of an ex Ribble Leyland bodied Titan TD7, **RN 8981**, was taken by **Alan Pritchard**, c1960, at Darenth Coaches’ in Eynsford, Kent. He can’t



ever recall seeing a Colin Bailey designed body with a rear hinged cab door and feels that its proportions don't look quite right. Was this a Ribble specification, as on their Burlingham bodies, or has it been altered at some time in its afterlife? Also of note is the external autovac - unusual on a TD7.

218. Leyland Body Framework

Around 1932, the Body Shop at South Works, Leyland was committed to changing from the conventional ash timber frames to metal framework. Once the decision had been made to make the change, there was a surplus of timber parts which had already been cut and machined. This was disposed of to other coach-builders and it seems that Northern Counties and Massey, both from Wigan, and possibly others, bought the ash frame parts, probably at a reduced price, and built "Leyland look-a-like" bodies. Here is a Barrow Corporation Crossley Condor, one of a batch of 18 new in April 1932 for tram replacement, with NCME H24/24R bodies. Do you know of any others?



(Mike Sutcliffe collection)

FOOD FOR THOUGHT SPECIAL

Extended feature edited by
Allan T. Condie & Mike Sutcliffe

206. Leyland Tiger TS5 and Lion LT4 (and LT6) (*Note – The FFT numbers 205 and 206 were transposed in Torque No.56*)

Cyril McIntyre advises that the Great Southern Railway, Ireland, vehicles numbered 734-757 are very clearly described in all the official GSR lists as LT6 models, and not TS6 as suggested in “Winged Wheel” for the 1935 batch. So, they are Leyland Lion, not a Tiger with a 4-cyl engine, but it may well have been the case that a Tiger chassis frame was used for the LT6 (and LT4?) types.

The GSR fleet numbering system used the 400 series, and later the 200 series, for 6-cylinder vehicles - almost all Tigers but including some acquired AEC 6-cyl types. The 700 series, and later the 900 series, was used for 4-cyl types - Leyland Lion. There was a batch of 17 Tiger TS7 vehicles fitted with 4-cyl engines, placed in service in 1937, and these were numbered 773-779 and 790-799. In the CIE re-numbering in 1945, all Tigers were numbered TP (petrol) or T (diesel,) with all the Lions numbered NP. The 4-cyl TS7 vehicles were re-numbered TF (F indicating 4-cyl to distinguish from T/TP).

John Burton has contributed more information (and a list of vehicles produced) as follows – I know that I cannot provide a full answer to the question, and I am as intrigued as you are to what the answers are, and would also add LT6 to the list.



CIE “Tiger Four” TF7, a Leyland TS7 with 4-cyl. Engine, seen at Limerick railway station in August 1951. It was formerly GSR no.790 (AB Cross)



Irish Omnibus Co. no.730, ZI 8757, an LT4 photographed at Broadstone in 1932 when it was new. The bodybuilder is not known though GSR built most of the bodies on their vehicles (GSR)

All were sold to Ireland in small quantities – 10 TS5, 37 LT4, and 24 LT6, except, as you will see from the attached listing, one TS5 went to India and Nelson Corporation had an LT4. It would be interesting to know why! Another question is that the LT6 is described as “export only”, but was only exported to GSR, Dublin. Having admitted my lack of knowledge, the following may take us a small step forward in your quest. The following sources may provide some clues to the LT4 & LT6.

In “Winged Wheel – CIE Buses 1945-1987”, (National Transport Museum, Howth, 1996), Michael Corcoran & Gary Manahan conclude in relation to the Lion (on page 56), that the Great Southern Railways Omnibus Department had a preference for the model for lightly loaded routes, similarly for the 5.1 litre petrol engine, (the GSR was almost 100% petrol). The state of the roads is also considered and “the more robust Tiger chassis frame had its appeal” and that the GSR purchased “a number of chassis with varying degrees of Tiger features, with 4 cylinder engines”. That said, there were common parts between a Tiger and a Lion, so the inference must be on chassis frame and possibly suspension?

Cyril McIntyre – “CIE Buses 1945-1987, a pictorial history” (Ian Allan, 2004), page 14 cites “similar Leyland LT4 & LT5A”, but there is a year or two between the design of these models and he now feels that the reference to LT4 should be omitted as DUT had none of this type, they had LT5A and LT7. The LT5A was a redesign which, Doug Jack in “The Leyland Bus”, tells us that it had some features common to the TS6 (and TD3), in production from 1933 – this would indicate the moved engine and bulkhead, giving a higher seating capacity, although not taken advantage of. The LT4 was built 1932. However, PSV Circle records show that Dublin United

Transport had 10 LT4s in late 1934/early 1935 (see list below), but a photograph of one of them clearly shows the LT5A type of radiator. Surely, LT4 is an error? – more comments please? The LT6 is described in the same work (*The Leyland Bus*) as a



ZA 3855 with CIE, reputed to be an LT4 but looking more like an LT5A

“slightly more robust” version of the LT5A. To add to the confusion there is the usual conflict between records. “Winged Wheel” considers the 1935 LT6 as 4-cylinder TS6 (although CIE numbered them as Lions and not as Tigers – of which there were sixteen 4-cylinder TS7). The interesting comment here is that these (TS7) were genuine Tigers and not hybrids like the others, so possibly more evidence for LT4 and LT6 having Tiger chassis frames?

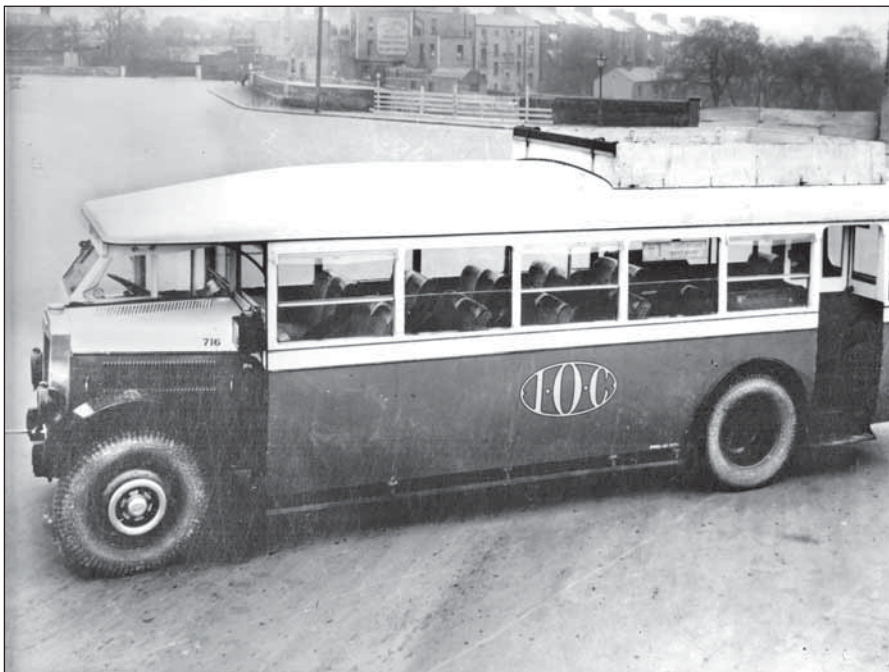
So, overall, the consensus seems to be that LT4 and LT6 were hybrids, possibly with Tiger chassis frames; what is not answered is that 15 of the LT4s went to Northern Ireland (two of which had Irish Free State registrations) so, were there constraints on overall length for these (see below), and consequently for all LT4 production?

Alan Townsin adds – the question of **legal limits on length** was in quite a muddle in the late 1920s, the Ministry of Transport still feeling its way as an organisation. Licensing of buses remained in local authority hands, though there seems to have been an understanding with the MoT that 26ft was to be the preferred limit, even though 27ft 6in was permitted. Rackham, having become used to US laxity on dimensions, would have preferred to standardise on 27ft 6in, as used on his new six-cylinder Tiger TS1 when introduced in 1927. The 26ft limit had to be catered for by the TS2, in effect a TS1 with the tail shortened. This gave barely enough rear overhang for a satisfactory entrance doorway. The problem was avoided in the Spring of 1930 by the TS3, with wheelbase shortened by 1ft to 16ft 6in, thus allowing the 26ft length limit to be met more easily.

Also in Spring 1930, the Lion LT2 was introduced, having the same dimensions and directly corresponding design, apart from its four-cylinder engine, as the TS3. It superseded the LT1 which had inherited some aspects of its design and dimensions from the earlier-generation Lion LSC series of models. The Road Traffic Act of 1930 brought changes in bus licensing systems and made 27ft 6in the two-axle single-deck bus length limit in most of the United Kingdom. This allowed the revival of the TS1 as the standard home-market version of the Tiger and the new Lion LT3 model matched the TS1’s dimensions. Both types were put into production in this form during 1931.

Northern Ireland does seem to have decided to keep the 26ft overall length up to about early 1933 – it would be interesting to know whether this was a perhaps

unintentional effect of its 1928 Road Traffic Act or a matter of deliberate policy. John Burton's list of Lion LT4 models, presumably from Leyland records, shows that the examples with various chassis numbers between 401 and 666 were all for service there. Those for the Irish Omnibus Co in Dublin were presumably a matter of choice, perhaps because it was noted that this length was being produced for Ulster. It also seems likely that the little municipal bus fleet at Nelson in Lancashire opted to buy another bus of the same dimensions as the seven Lion LT2 buses it had chosen in 1930-31 as its No.24 (TF 8859) – was this the only LT4 on the UK mainland?



716, ZI 8743, was another Irish Omnibus Co. LT4, also photographed at Broadstone in 1932 when new. (GSR)

– it would be interesting to see a photograph. The Burnley, Colne & Nelson Joint Transport Committee took over from 1933, starting with a fleet of TD3 buses.

Similarly, the Tiger TS5 list is exclusively for Northern Ireland, save for this one chassis 1946, for an Indian operator - is any more known about this one?

Turning to Lion developments in 1933-34, muddle is again the word that springs to mind. Back in 2006, you were kind enough to allow me to see the Leyland General Manager's Reports for that period. That for September 1933 reports that The Board agreed to perpetuate the original Lion LT5 at a very much reduced price to accord more nearly to the corresponding Dennis chassis (this was the early Lancet, which followed the Dennis E type of the 1920s - a mechanically simple four-cylinder side-valve chassis, the Lancet version given a distinctive rather 'chunky' style of

radiator, which was selling very well in that time of acute economic depression). It was also agreed to introduce a long-wheelbase version of the forward-control Cub for what was called “light city use”; clearly this was a reference to the Lion Cub SKP5 and perhaps the first hint of a line of development leading to the Cheetah as introduced in late 1935.

Later in the same month’s report, under “Olympia exhibits” (meaning the Show vehicles due to appear in November 1933), there is the first mention of a “New LT5A Lion”, which was to be a show-finished chassis, probably with 5.4-litre oil engine and Lockheed brakes. Leyland’s sales leaflet No.512, issued 11/33, includes descriptive wording relating to the LT5A but the cover illustration shows an LT5, probably **TJ 940**, chassis number 2214 (though the illustration appears to show the registration as **TJ 9410**) and the only picture of a chassis within also shows an LT5-style chassis, though with 4-cyl oil engine. Had they not been able to complete the Show chassis in time to illustrate it?

There was further confusion in the December 1933 report, with reference to yet another Lion variant, “LT5 Sp” of which 9 chassis and 110 bodied examples were reported among Sales commitments beyond the end of January 1934 - that figure of 110 seems bound to be the order (confirmed in the November 1933 report) for 110 Lion LT5A for Central SMT/Lanarkshire Traction that were actually built in 1934. Yet the entry immediately below it referred to the LT5A, with 154 chassis but only 9 bodied examples - yet more muddle. In subsequent months, the reports include



ZA 4293, seen with CIE as NP17, an LT6 at Tralee railway station in August 1951. It was formerly GSR no.751 (AB Cross)

complaints about late delivery, but it seems clear that the last-minute change of plan simply left insufficient time for the new parts to be put into quantity production. An ironic aspect to all this is that the LT5A, with its short bonnet, offered enough body length for a seating capacity of up to 39 but very few operators or bodybuilders took advantage of this, either then or for subsequent short-bonnet Lion models, Willowbrook being the most active bodybuilder in pursuing this idea.

However, to come back to the matter in hand, the batches of Lion LT6 for GSR also shown in John Burton's list (of which one, registered **ZA 4293** (on chassis 5274) is shown after transfer to CIE in the accompanying photo and seems to have been what amounted to Tiger TS6 chassis with four-cylinder engines. This concept of Tiger-style chassis with four-cylinder engine seems to have continued to appeal to operators in Eire through the 1930s, some apparently officially built as Tiger models with 4-cyl engines. So far as Leyland's standard output was concerned, the Lion LT7 and Lion LT8 were of similar dimensions to the LT5A and the reappearance of an official Lion model with Tiger-like dimensions and appearance (including radiator) did not recur until the Lion LT9 was listed c1939.

(Does any reader have a photograph of a Tiger TS5 please?)

LEYLAND TIGER TS5 & LION LT4 and LT6 VEHICLES PRODUCED

Reg. No.	Chassis	Ch.No.	Body	Type	New	Operator
<u>TS5 chassis list</u>						
CZ 97	Leyland TS5	1152	?	C34F	4/32	W Sloan, Belfast
CZ 23/25/24/27/26	Leyland TS5	1300-04	Leyland	C31-	1932	HMS Catherwood, Belfast
IW 4235	Leyland TS5	1305	Catherwood	C32-	1932	SS Henry, Portstewart
?	Leyland TS5	1946	?	?	?	HH Abbas, Helim, India
CZ 1789	Leyland TS5	2559	Weymann (M4)	C30F	4/33	LMSR (NCC) Belfast 97
CZ 1790	Leyland TS5	2560	Weymann (M5)	C30F	6/33	LMSR (NCC) Belfast 98
<u>LT4 chassis list</u>						
JI 5387	Leyland LT4	401	Leyland	B34-	1932	WE Hobson, Dungannon (NI)
JI 5388	Leyland LT4	402	Leyland	B35-	1932	WE Hobson, Dungannon (NI)
AZ 9822-33	Leyland LT4	605-16	Weymann (C345-56)	C30F	1932	LMSR (NCC) Belfast 85-96
BZ 1174	Leyland LT4	666	Service	B35F	1932	Belfast & County Down Railway
ZI 8739-58	Leyland LT4	1069-88	?	B31-	1932	Irish OC, Dublin 712-31
CZ 208	Leyland LT4	1447	?	C32-	1932	Stewart, Belfast
TF 8859	Leyland LT4	1781	Leyland	B31F	1932	Nelson Corporation, 24 (LA)
Note - PSV Circle/OS/TMSI History of CIE also shows (possibly incorrectly - see text):						
(see below)	Leyland LT4	6216-25	DUTC	B36R	1935	Dublin United Transport
ZA 1999/2000, 3851-58 (not in order of chassis nos.)						DUTC nos.580-89
<u>LT6 chassis list</u>						
PI 6683-92	Leyland LT6	3522-31	GSR	B32R	1934	GSR, Dublin, 734-43
ZA 4286-94	Leyland LT6	5267-75	GSR	B32R	1935	GSR, Dublin, 744-52
TI 2808	Leyland LT6	5359	GSR	B32R	1935	GSR, Dublin, 753
PI 7029	Leyland LT6	5360	GSR	B32R	1935	GSR, Dublin, 754
TI 2805-07	Leyland LT6	5361-63	GSR	B32R	1935	GSR, Dublin, 755-57

A TYPICAL WORKSHOP FOR A RELATIVELY



Photographed in the workshops of Birkenhead Corporation Transport in 1956, two 8/10 year old Massey to illustrate an article by the then General Manager, Mr GA Cherry, AMI Mech.E, AM Inst.T, which app

TIVELY SMALL MUNICIPAL UNDERTAKING



assembly bodied PD1 Titans receive attention, both mechanical and to the bodywork. The picture was taken and appeared in the May and June 1956 issues of the Leyland Journal. (BCVMT L052589)

ODD BODIES!

Feature edited by Gordon Brooke
All correspondence to Mike Sutcliffe

Thanks to John Bennett, Maurice Doggett, Mike Fenton, Peter Greaves, Tony Hall, Bob Kell, Paul Lacey, Mike Mogridge, Michael Plunkett, Mike Sutcliffe and Stuart Turner.

Argosy Coaches, Leyland Tiger TS8, FLM 429 (Torque No.44)

This photograph shows **FLM 429** when it won the Ramsgate Corporation Premier Award in 1939. The original body, clearly up to Harrington's usual high standard, is nothing like the one shown in Torque No.44. The initial responses all agreed that the re-body was also by Harrington but that was subsequently disputed and the identity of the body first shown was never resolved. Mike Fenton feels that it displays some characteristics of a c1939 Shearing & Crabtree design, and suspects that it may be a completely different vehicle that had assumed the identity of the genuine **FLM 429**, possibly whilst with Harrison & Hole. Did they have another TS8?



(OS Collection)

Leyland Tiger TS4, JUM 789 (Torque No.56)

John Bennett adds 'The picture shows it with J Maude & Sons, Newsham, in Darlington on the daily service acquired from JW Stapleton "Pride of the Road", Barningham the previous year. JH Maude was one of the sons of GH Maude of Barnard Castle. This vehicle must have been quite impressive in the narrow lanes around its home village, notice the amazing array of lights for those dark nights!'

Leyland Lioness Six, LTB1, TK 4315 (Torque No.57)

This was new in March 1930 with a Beadle (5060) C26F body, chassis no. 50836, to Barlow Phillips and Co, Yeovil, Somerset. It was later rebuilt and

*(Mike Mogridge)*

modernised, with extended and flared panels and a side flash.

Looking at the roof, it probably originally had a canvas sliding roof which, to give more headroom, has been raised and panelled, with a front dome that doesn't fit the taper of the body (the headroom was usually very low with an all-weather canvas roof). It is seen again in this photograph taken in Canons Marsh, Bristol, c1949/50, which was a popular layover for visiting coaches. Barlow Phillips ran regular excursions to Bristol on a weekly basis at that time.

Crown Tours, Leyland Tiger TS4, MV 2383 (Torque No.57)

This photograph here shows **MV 2383** with its original Strachan C32F body. It was new to Thomas Gibson (Lily Coaches), London in 5/32 and had chassis no.905.

In April 1940, it went to W Higson (Crown Tours), Frome who had it rebodied by Heaver C33F, c1949. It ran until 11/63, when it would have been just over 31 years old.

(J Higham)



Westcliff-on-Sea, Leyland Tiger PS1, MEV 174 (Torque No.57)

This was actually a PS1/1, chassis no. 462132 and was new to Hicks Bros. fleet no. 80, Braintree, Essex in 6/47. It had a Thurgood body, (no.336), which was recorded as B35F even though it had a coach style outline and was probably regarded as a coach when new. Hicks Bros. passed to the control of Eastern National in January 1950 where **MEV 174** kept the fleet number 80 until renumbered 125 in 1954. It was withdrawn in 1959 and went to North (dealer), Leeds in October 1960. It was hired to Westcliff-on-Sea Motor Services from 1/12/53 and initially carried the 'City' fleetname but later carried 'Westcliff-on-Sea' as seen in the photograph. *(Are there any pictures of it with Hicks? – Ed.)*

Leyland Lion LSC3, YV 5406 (Torque No.57)

Oops! – the photograph was cropped, so unless you were psychic the comment about the lettering at the top of the picture was meaningless. However, Paul Lacey tells us that it was taken outside Arlington Motors in London SW1. The vehicle was new to United Service Transport, London in 5/28, and was one of sixteen with Beadle C32D bodies. This one was fleet number 207, chassis no.46870, and was sold in 11/33 to Thomas, unknown location, and last noted as a caravan in 1949. Some of the batch went to Tantivy, Jersey about 1935/6, having been rebodied by Strachan and Brown, and it is questioned whether 207 had also been rebodied by the time that the photograph was taken. Mike Sutcliffe is firmly of the belief that this was not rebodied, merely re-roofed and with fixed window pillars. Compare this photograph of a sister UST, LSC3 Lion, **UL 6585**, which shows what it would have looked like when new – below the waistrail it's identical in virtually every respect. This explains why the rebuilt body is so heavy-looking, with shallow windows, similar to some of the City Coach Co Leyland Lions.



(OS Collection)

NEW ITEMS

McConnachie, Campbeltown, Leyland Tiger TS8, DJ 8090

Seeing that destination display, it was on a service aimed at 'local' passengers, who already knew where it went. Who built the rather smart body and what else is known about this vehicle? There is a clue in the picture.



(OS - CF Klapper)

Trimdon M.S., Leyland Tiger TS7, Roe, LPT 640

This is described as a Roe body on the back of the photo but it does not look like a Roe body to me, especially around the cab and entrance door areas. So who did build the body? With its Durham 'PT' registration, it might have been new to TMS but when I knew them in the late fifties almost the entire fleet was second-hand.

Mike Sutcliffe Collection



Wright Bros. Leyland Tiger TS4, AG 8247

This Tiger looks ready to pounce on anything that moves. In the photograph it has fairly obviously been rebodied, so what was it like originally and what was its subsequent history?



(OS - CF Klapper)

GE Martin-Cooper, Stockbridge, Leyland Cub, YD 4706

This looks to have been designed for tall passengers with its very upright appearance. It has been 'modernised' with the addition of curvy beading but without the removal of the original. Looking at the headlamp and the white edging to the mudguards it must be a wartime view. The starting handle appears to be more of a danger to pedestrians than the mudguards and perhaps that should have been white too.



(OS - CF Klapper)



A TRUCK SALESMAN'S MUSINGS

By Peter Ball

Little did I realise when I joined Kennings Truck Centre, Derby, on a cold February morning in 1976, that would be the start of a career lasting 35 years selling vans and trucks. Kenning Truck Centre was the Derbyshire distributor for Leyland Redline (previously BMC models) and dealers for Leyland Blueline (previously Albion & AEC) & Leyland Greenline (previously Guy). Whilst we could order the Redline product direct from the factory all the others came via a distributor at a lower discount and only when available. If I could get my hands on the Leyland Clydesdale or Reiver, I had operators ready to buy – both models were very popular.

It is interesting to reflect that back then, in Derby alone, there were several commercial vehicle dealers as well as Kennings – Kays (Leyland Blueline and Dodge), Pickfords (Commer & Dodge), Bristol Street Motors (Bedford); Mertrux (Mercedes-Benz), T C Harrison (Ford) – only 2 remain Mertrux and Kays (now Imperial Commercials). These four pictures are trucks which I sold to local businesses:

- Leyland Terrier 738 Box Van - **ACH 125T**, with a ribbed panel box van; Kennings Truck Centre had its own bodybuilding department and paint-shop, mainly building bodies of this type.
- Leyland Terrier 738 Dropside - **VAL 639S**: with a timber dropside body;
- Leyland Terrier 738 Dropside - **UNN292S**: again with a timber dropside body;
- Leyland Boxer [14t] with timber dropside tipper body - **XRC 279S**:

The Terrier model featured the 6/98NV engine which had suffered a great deal with engine problems (cylinder liners if I remember correctly). I recall attending several sales conferences at Leyland and being assured that the problems had been sorted, but - it was really only in the latter days of this engine that became true. A variant of the engine was the 6/98TV a turbo-charged version. A good performer but - if revved up whilst cold or after the engine had idled for a while, it usually meant that a new turbo would be required soon after. The Boxer model also had the 6/98NV or 6/98TV but, if I recall correctly, the one shown had a Perkins 6.345 engine.



The cab was classed as a tilt cab which indeed it was, however to facilitate tilting, the 2 large fixing bolts had to be undone under the cab and the steering column needed to be released. I recall demonstrating how to tilt the cab to a prospective customer and, having great difficulty in relocating the cab fixing bolts, eventually travelling back to the dealership with just one in place but screwed home fully, so I was carefully trying not to brake hard. And, if you didn't tighten the universal joint on the steering column properly, with inadvertent pull on the steering wheel, it would be rather worrying to find you had the steering wheel in your hands that was not connected to the truck!

Power steering was a luxury these models did not have and, to make the steering feel lighter on a demonstration, a modest increase in the front tyre pressure may have been occasionally resorted to !

Leyland Truck & Bus provided sales training courses, usually a one week course; this doesn't happen these days as one day is classed enough by managers. It

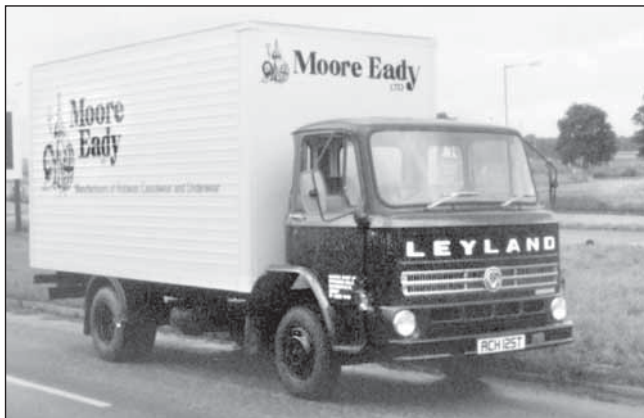
was very good training in those days and included calculating axle weights, appropriate axle ratios, body types, sales techniques, etc; there were no computers to help you back then. Also excellent sales manuals were provided and proved invaluable as the range of models was very large and we were taught how



important it was to sell the right vehicle for the job – don't just sell the one you have in stock. An example of this was when I sold a Leyland Boxer tipper to a company in the Derbyshire hills. I used a stock chassis and had the wheelbase shortened (common place then), but forgot it was a haulage chassis with a differential suited to long haul motorway work. Once bodied and delivered it would not travel up a local hill! Some quick thinking and exchanging of differential unit followed, resulting in a happier customer (and a valuable lesson learnt!)

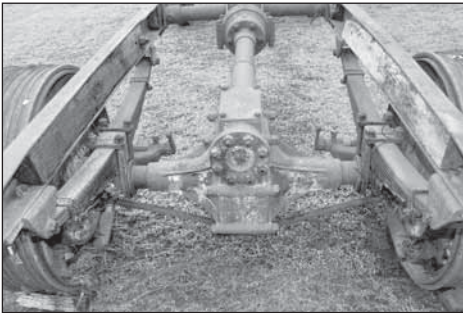
I always found it very interesting dealing with owner operators, directors of large and small companies, buyers in large public companies, local authorities, in fact, all types of commercial vehicle operators. Securing the deal was always very rewarding and in many cases long friendships formed. Loyalty to the brand was still prevalent and repeat business a large part of my sales. I met colleagues from Leyland Trucks who had started their career in the 1950s and were very nostalgic about those early days.

I sold the last Leyland FG in Derbyshire (can that be classed as its claim to fame?). The customer was very pleased with his purchase and was really upset when I told him the model was being dropped. I also sold the last Guy Big J in Derbyshire, but that's another story



(Peter Ball – Kenning Truck Centre, Derby (Leyland) - 1976 to 1983; Boydens, Derby (Bedford) 1983 to 1985 ; Kays Mackworth, Derby (Leyland) 1985 to 1993)

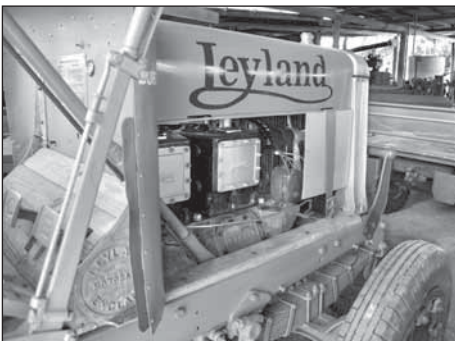
NEWS FROM "DOWN UNDER"



Sandy Stewart, from Glen Iris, Victoria 3146 – has acquired a c1913 Leyland chassis, an "S" type with "T" type back axle, probably originally with 30hp engine, making it an S3.30.T. As will be seen from the photograph it has a "joggled" frame, 38in wide at the front, 43in at the back, from behind the engine. The early "T" type worm driven axle is quite

distinctive with its torsion bars underneath the axle gearbox, itself bolted together in sections. Sandy has built a "possum proof shed" and is now looking for other parts to make it a runner.

Earlier this year he came across this restored model PH, 5Tonner in Queensland. It dates from the 1923-26 period and has the model S6B, 40hp, "5 inch" engine - see below".



Steven King, from Glen Innes, NSW 2370 – tells us that "he bought a heap of Torques some time back and has now done "a Sutcliffe" and managed to achieve an ambition of acquiring an RAF type, well, two actually, found on eBay - see photo". Given the growing size of his Leyland fleet - Hippo Mk II, LAD Octopus, 2 pedal Beaver, and "mouth organ" Comet, he feels it's probably time he joined the Leyland

Society (*since done! - Ed.*) The two lorries are:

GH2, 4 Ton, chassis no.18732, the one at the back of the trailer, was supplied to Sydney Depot in December 1926. It looks fairly standard for an export model,



with the deeper PH/QH type radiator, towing hooks and radiator protection bar. It probably has the E.36HP.D engine (engine no. would be around 176xx – 177xx), with blind cylinders (one of the last of this model before the Ricardo heads were fitted in 1927). The solid tyred wheels appear to have been converted to pneumatics in typical Australian fashion.

PH2, 5 Ton, 15999, supplied to Sydney in May 1927. The engine no. E15612 looks about right for a 1921/22 model, being an S5.36HP, so clearly there has been an engine change at some time. It may have originally had the detachable head engine (E.36HP/2) – if we could see the front of the lorry, the cross-member would be different, with 4 holes either side of a blanked out section in the middle (to support the starting handle).

There was also an array of solid tyred wheels, some of which may be suitable for converting one of them back to solids.

Mike Lowe, from New Zealand – has sent us this picture of a 1924 Leyland Model C tower wagon (chassis no. 19786) which was used in the fleet of Auckland City Tramways, New Zealand, and is now preserved in the Auckland museum.





LEYLANDS IN SPAIN

SOME PERSONAL OBSERVATIONS

By Martin Phippard

Shielding my eyes against the painfully bright sun as I emerged, blinking, from the central train station in Barcelona I was greeted with a scene I shall never forget. It was the late 1960s and the hot, wide and dusty streets were crammed with an assortment of colourful, noisy, smoke-belching trucks which immediately and indelibly etched their presence in my soul. Unfamiliar marques such as Ebro, Sava and Pegaso snorted past as I caught my breath. And then, as elegant as a galleon under full sail, my first ever Leyland 'Export Beaver' motored majestically on by. The sights, sounds and smells of that initial encounter are still fresh in my memory more than 40-years later.

As I was subsequently to discover, it was not just the Beaver which somehow found its way to the Iberian Peninsula. As far back as 1948 the magazine 'Oil Transportation' published in Madrid carried an advertisement extolling the virtues of the Leyland Comet 90. And, in 1950, Leyland dealer Peter Vives of Valencia was praised by local hauliers for his superb service and for 'complementing the Comet with the larger and more powerful Beaver.'

It was in 1949 that Leyland set up an agreement with 'Leyland Iberica' granting the latter 'exclusive rights to sell in Spain.' At that time the country was still recovering from the devastating Civil War of the late 1930s and indigenous truck

Two Spanish six-wheelers. A Beaver with a tag axle and Papa Ali's Red Hippo

production was restricted to early Pegaso vehicles modelled on the archaic Hispano-Suiza Model 66G. Consequently most trucks were sourced from manufacturers in France, Italy and Germany with a few also arriving from Great Britain, Belgium and the USA.

Considering the fact that a large number of Leylands were sold in Spain throughout the 1950s and early 1960s there is little reliable historical evidence covering this period. For example, it is still unclear, even among the few Spanish road transport historians, as to whether the 'Export Beaver' and the 'Export Hippo' arrived as a complete chassis and cab or if they were imported as a chassis/scuttle and had cabs built locally by body-builders. It seems likely that there was a mixture of both. *(I am reliably informed that while bonneted versions of the Leyland Beaver and Hippo were referred to as the 'Super' Beaver and 'Super' Hippo in the UK, this terminology was not applied in Spain. For this reason the models mentioned in the above story are referred to by name only without the 'Super' prefix.)*

Carrocerias Gazalbo of Castellon located more than 400-miles from the Port of Bilbao, where the Leylands entered Spain, was originally believed to have built cabs for the Beavers and Hippos but it was later discovered that in fact the company had been responsible primarily for the addition of a few extra cosmetic items such as steps and lights. However, it seems likely that Carrocerias Fijaros did modify the original Leyland cabs and that they also built completely new cabs for those vehicles imported as a chassis/scuttle only. The body-builders Ayats, Irizar and Sera were also involved in the construction of both truck cabs and bodies.

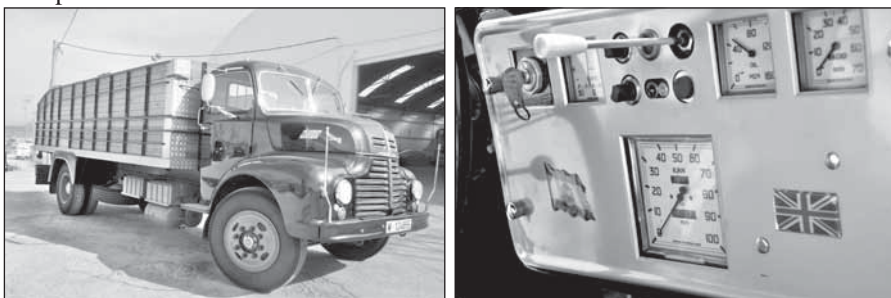
What is clear is that Spain's numerous regional body-builders all seem to have 'modified' the rear of Leyland cabs by removing the rear window or windows. This conversion allowed access to the sleeper pod or 'dormitorio' recessed into the front of whatever body was fitted and it was also common practise to install a large secondary fuel tank beneath the bunk area. These tanks invariably stretched the complete width of the body ensuring a greatly improved operating range.



A typical Spanish body, with "domitorio" recessed into the front of the body

For reasons which are not explained the truck preservation movement in Spain started only recently meaning that many classic vehicles from fifty years ago have long since fallen prey to the scrap-merchants. But encouragingly, a small band of dedicated hauliers, truck dealers and body-builders are now trying to redress the situation by finding and restoring a whole range of stylish Pegaso, Ebro, Barreiros and Leyland trucks from the 1950s and '60s. Unfortunately for the transport enthusiast it appears that the number of individuals engaged in such projects is small, a reflection perhaps of Spain's somewhat precarious economic situation.

The Comet is the Leyland vehicle most commonly seen as a worthy restoration project and several fine examples of this sturdy little four wheeler can be found throughout the country. One outstanding example is that owned by Autocares Rios of Murcia which interestingly is a family-operated coach business. Antonio Rios, owner of the prestigious enterprise, runs a magnificent fleet of Scania, MAN and Iveco coaches and the family business of transporting passengers has been in existence for more than 100-years. Yet oddly, when the desire to preserve a small part of Spain's road transport history became irresistible, the energetic and exacting boss chose to refurbish a goods vehicle rather than a bus or coach. His choice was a Leyland Comet 90 and unsurprisingly this has been restored to an extremely high standard and with an unusual low-profile wooden body designed primarily for the transportation of seafood.



The fish carrying Comet, with close up of the instrument panel; there is also long wand-like lever being the control for the electro-magnetic retarder.

“When I was younger I used to see these little trucks heavily laden with fresh fish heading from the coast to cities inland,” recalls Senor Rios. “In those days there were no refrigerated bodies so the cargo was packed with ice under heavy tarpaulins or sacks. “The sound of the engine and the smell of the fish are memories that will never leave me – and that’s why I decided to rebuild this Leyland,” he added. The Comet has been sympathetically restored and carries a plate declaring a tare weight of 6,518-kgs. The chassis number is shown as 545161 (*a model ECO2/4L, line no.424, delivered to ES/Leyland Iberia in December 1954 – Ed.*) but other details on the manufacturer’s plate are too obscure to be read. The interior of the cab features the distinctive square Leyland gauges with the speedometer recording kph rather than mph.

The only obvious concession to modernity is the addition of air-operated spring brakes on the drive axle, these being actuated by a lever concealed under the dashboard. However, the fuel tank not only appears to be original but also seems to accurately record the amount of fuel it holds albeit in Imperial gallons rather than litres! Presumably there was a limit to the number of concessions Leyland was prepared to make in its export chassis! Also prominently displayed on a brass plate in the cab are instructions, written in Spanish, explaining how to operate the two-speed rear axle in order to effect a clean ratio-change. Interestingly this same plate appears in the Spanish-built Pegaso Comet introduced in 1962.

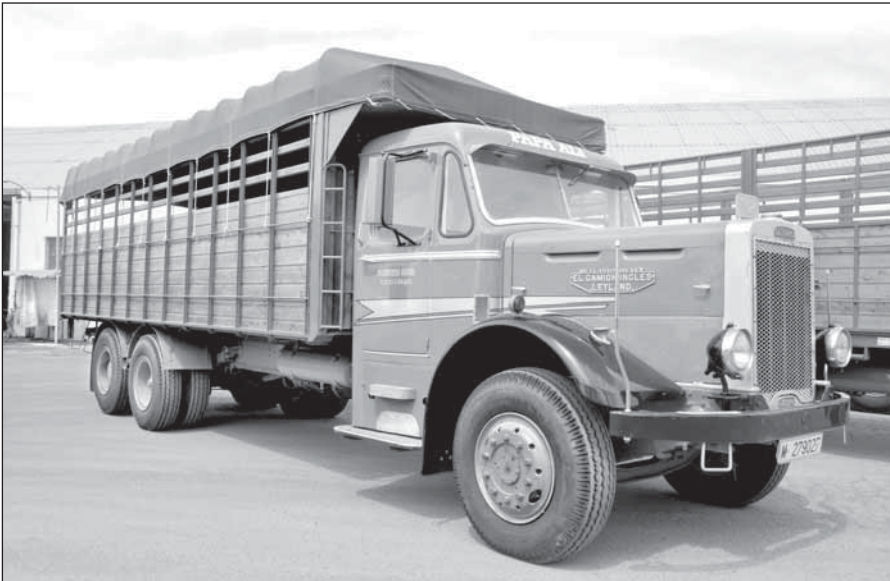
The name Papa Ai Transport is well-known in the Alicante region and fortunately for the road transport preservation movement in Spain owner Jose Garcia has an obsession with Leyland trucks and has managed to locate and restore a fine fleet including a Comet, two Hippos and an extremely rare Buffalo. These vehicles are housed in a huge warehouse on the outskirts of Lorqui near Murcia and my accommodating host had arranged for all four examples to be driven out of the dark and cavernous building into the brilliant Spanish sunlight.

The Papa Ali collection includes two 6x4 Hippos, one configured as a short-wheelbase tractor and the other as a long-wheelbase rigid. The tractor is more or less original if one discounts the pin-striping, obligatory modern indicators and West Coast-style mirrors. This unit, however, is a bit of a mystery since no-one appears to know its provenance and 6x4 tractors were always rare in Spain except in the role of a heavy haulage prime mover.

Unable to locate genuine Leyland axles during the restoration of the 6x4 rigid Hippo, the Papa Ali team opted instead for Spanish Barreiros units. In all other respects this splendidly resurrected vehicle, complete with a huge wooden body crafted by Carrocerias Penalua, really captures the period during which it would have been pounding the tortuous routes of 1960s Spain and the slow and unmistakable throb of the Leyland engine confirms that this part of the vehicle

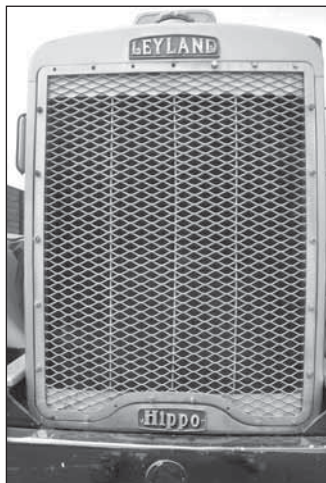


The Comet's chassis plate with Union Jack. Shame about the cross-head screws!



Papa Ali's red Hippo with long wheelbase is an impressive sight!

anyway is 100-percent authentic! A spare wheel carrier is in place at the rear of the vehicle albeit without the wheel and tyre which would have been an essential item during an era when a combination of high ambient temperatures and tube-type tyres meant frequent failures. An advertisement for Leyland vehicles featured in a Spanish road transport publication in 1961 described the Super Hippo as having



A close up of the "Super Hippo" radiator

a 'genuine 14-ton (14.25-tonne) payload' and being powered by a 150-hp Leyland diesel engine.

The most highly prized vehicle in the Papa Ali collection is, without a doubt, the splendid and imposing Buffalo. This vehicle was rated by Leyland as capable of carrying 16-tons (16.29-tonnes). Only a few Leyland Buffalo vehicles were exported to Spain. Records indicate that 47 LHD versions of this model were produced in total with 19 of these ending up in Iberia. Unfortunately history also relates that this model was excessively heavy and distressingly unreliable. The published chassis/cab weight was nine tons, seven hundredweight (about 9,500 kgs) and the gross design weight 25,400 kgs. Powered by the Albion 15.2 litre in-line six-cylinder diesel, rated at 200 hp, driving through an eight-speed semi-automatic gearbox with a fast overdrive ratio of 0.68:1, to double-drive rear axles, the 'Export Buffalo' was distinguishable from the 6x4 Hippo by virtue of the longer bonnet, which featured three flutes and three engine side-panel handles rather than two.

The rare Buffalo restored by the Papa Ali company and operated by Schwegges when new is fitted with a superb wooden freight body which features a sleeping compartment, or 'dormitorio', recessed into the front and accessed by crawling through an aperture in the rear of the cab. Meanwhile, as was the custom at that time, a full-width fuel tank running the full width of the body was installed beneath the bunk area. This vehicle is thought to be the only one of its type in Spain and generates considerable interest whenever it appears at rallies and shows.

The Buffalo suffers from the same fate as many restored vehicles and has been fitted with West Coast style rear view mirrors, what are almost certainly false name plates on the side of the bonnet and even more worryingly, with a pair of roof-mounted air horns. It is worth noting, however, that several photos of 1950s and '60s Leylands used in Spain **do** appear to have been equipped with large, flat-face mirrors and so perhaps those currently installed are a fairly accurate reproduction of the originals. Similarly the indicators recessed into the front wings again appear to be part of the original specification on the Buffalo although at the time of manufacture these would perhaps have served as side-lights.

Despite the superfluous add-ons, the Papa Ali Buffalo is nevertheless a striking vehicle and the very fact that one of these rare models has been saved and

restored suggests that other equally obscure examples may one day be discovered.

The cab as fitted to the Papa Ali Buffalo differs in almost every respect to that of the Hippos, featuring as it does, a large single-piece windscreen and no quarter light in the space ahead of the



Papa Ali's magnificent Leyland Buffalo

door. Specification sheets for the model list a 'two-piece wrap-around windscreen with a thin central pillar' as part of the Export Model cab features. Rather quaintly the standard cab is also shown as having 'a floor covering of good quality linoleum.' The cab on the Papa Ali Buffalo does not match the standard specs at all and for this reason my initial thoughts were that the restored example had a cab manufactured and fitted in Spain, possibly by Fijaros. But documentation reveals that the wooden-frame assembly clad with sheet metal was in fact built by Scammell in this instance, raising yet more questions about this interesting export Buffalo. Why would Scammell have produced cabs for Leyland s far back as the 1950s?

A second example, also believed to be from the Schweppes fleet, has been rescued by the enthusiastic Papa Ali team and is currently awaiting restoration. The specification of this vehicle appears to be identical. The Buffalo in various guises is believed to have seen service in areas as diverse as the Middle East, South Africa, Australia, New Zealand and South America and several examples of the RHD version are still to be found in Australia today.

Certainly the most popular and perhaps the most striking of the Spanish Leylands was the two-axle Beaver. This model, although powered only by a 125-hp Leyland diesel engine, was frequently converted to a 6x2 tag rigid, suitable for operation at up to 26-tonnes gross weight. Axle conversions were carried out by a number of companies including Acerbi, Axemad, Jaufer and Mintegui, and invariably employed a self-steering mechanism. Most if not all featured single wheels and tyres. Perhaps the best-known example in Spain is that owned by Gines Hernandez. This superb 6x2 rigid is fitted with bodywork by Carrocieras Blasaga from Murcia, powered by a Leyland O.600 diesel, features a two-lever compound gearbox and an electro-magnetic retarder. Back in the 1950s and '60s the road network in Spain was so poor that in order to add a margin of safety in the mountains it was legislated that all trucks over 16-tonnes in weight had to be equipped with some type of auxiliary retarding device.



The Beaver with tag axle conversion by Jaufer

looks the part and Gines Hernandez commented that he receives more attention when he is out on the road than any other truck driver!

Another enterprise committed to the restoration and preservation of Spain's heavy trucks is the Savall family whose Iveco dealership showroom in Alicante is filled, not with unregistered Iveco vehicles, but a host of superbly presented Pegasos including one of the very first Pegaso 'Mofletes' (a nick name, meaning 'fat cheeks' with its bulbous cab) modelled upon the Hispano-Suiza model 66G. The collection also includes a two-axle 1948 Leyland Beaver which, with its long bonnet and imposing grille, looks oddly out of place alongside the corrugated cab Pegaso rigids and tractors. This example is alleged to have been imported in 1948 making it one of the very first post War Leylands to have worked in Spain. Don Vincente Savall, like all the other preservationists with whom we spoke, is immensely proud of his collection and of the fact that he and his sons have managed to preserve a part of Spain's unique and fascinating road transport history. "We are proud to have saved some trucks which made a significant contribution to the economy of Spain and which are an important but neglected part of my country's history," commented Don Vincente. "Admittedly most of our trucks are from Pegaso, but we are always looking for other vehicles," he added. And, as if to prove his point, he escorted us to a vast workshop where no fewer than three classic vehicles were in various stages of restoration. One was a Leyland Comet 90, finished apart from the sign-writing and looking for all-the-world as if it was just about to set off in search of its next load.

(Special thanks are due to Isidoro Ferrer of Cartagena for introducing me to some of Spain's foremost commercial vehicle preservationists. All photographs by Martin Phippard).



Left – A Comet 90 chassis undergoing restoration. Right – Savall's Beaver with his Pegaso nearby

Of these, the Telma unit was the most common.

Out on the road the Beaver is hard work to drive even when empty. The non-synchro, two-stick gear changes have to be precisely executed and the noise level in the cab would be way over the legal limit by today's standards. That having been said the Beaver certainly

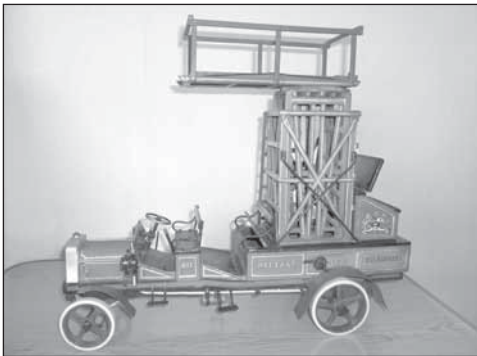
LETTERS TO THE EDITOR

Belfast Tower Wagon, No.1 – from Bill Montgomery

Attached are some photographs of Tower Wagon No 1, **OI 350**, which appeared in Society Journal, No.14, on page 30. This is a model, constructed in wood with the exception of the wheels and mudguards. Working parts include steering, transmission hand brake, the tower elevates and swivels, and certain lockers open and close.

My late elder brother acquired the model about 50 years ago. As received, it was very much in a derelict condition having been played with by children over many years. Through time my brother totally restored the model to its present condition. It was originally acquired from a Mrs Fair, whose father was a tram driver and won the model in a raffle conducted at the Ardoyne Tram Depot.

The photo of No.1 in the Journal shows the real thing in Gaffikin Street, Sandy Row. The gent immaculately dressed is a Mr Blackburn (straight from the pages of Country Life) who was the track and overhead engineer. A photo of him can be seen in the Bus Museum in Manchester in his pre or post Belfast days. I trust this will be of interest to members though I regret that no chassis number is available!



Lion in Deep Water – from Jasper Pettie

Referring to Torque No.57, page 42, – **LT1, MS 9108**, in Deep Water, I could hardly not respond! A sad tale I fear. I bought the chassis from Ted Heslop (*who sadly has recently died – Ed.*) in early 1983, with the intention of using it in the restoration of Alexander N39; from memory I think some bits were actually used. In 1986 we moved from Pathhead to East Whitburn when the Scottish Vintage Bus Museum was formed and, during the move, it was transported on a low loader and left on the hard standing outside the building. On returning the very next day with another load – it had disappeared and we never saw it again. I have not yet located a picture of it in service with W Alexander & Sons. Keep up the good work!

A Leyland Lynx with Three Axles – HD 7236

Mike Bennett, Mike Fenton and Allan Condie have all responded with information. Put together they tell us that the 3-axle Lynx was new in July 1940 to Yorkshire Electric Power, Thornhill Power Station, Dewsbury, where it was their fleet number 3. It had Leyland chassis no.202200, and was fitted with Roe body number GO500 as a mobile workshop.



Birmingham Olympics – from David Harvey

Following John Howie's interesting article on Olympics in the last Journal, I have some details on Birmingham's Olympics which may be of interest to readers. The background to the ordering of the five Birmingham City Transport Leyland Olympic HR40s might be already known, but at the risk of repeating this, here is roughly what happened. The pre-war fleet of Daimler COG5 single-deckers, built in either 1935 or 1936, were coming up for renewal in 1950 and in 1949 an order was placed with Leyland Motors to supply 35 Tiger PS2/1 buses, with the contract for the MCW body going to Weymann, who upgraded their standard half cab single-deck bus body to BCT specification with a B35F layout.

Despite the apparent conservative look of Birmingham's bus fleet, the Transport Department were regularly at the forefront of engineering and operating developments and the announcement that the C&U Regulations for single-deckers was to be altered on 1 June 1950, to increase the length to 30ft and the width to 8ft. This brought a response from BCT which at one and the same time was too late and yet very early!

BCT requested as early as August 1949 if the Tiger PS2/1 order could be altered from 35 to 30, with the balance being made up of five of the new underfloor integral Olympic HR40 model. By February 1950 BCT requested that the complete

order be altered to the new 30' length, though remaining at 7' 6" wide. This was rejected both by Leyland for the PS2/1s as it would have involve new side chassis members, but Weymann apparently refusing on the grounds that the materials had been ordered and that work was too far advanced, though, by the sluggardly speed at which MCW had gone about their involvement with the new Olympic model, this seems somewhat surprising.

The first of the Leyland Tiger PS2/1s, 2231, **JOJ 231**, entered service on 17th June 1950 and 2260 entered service on 1st November 1950. Meanwhile the first of the Olympics, 2261, **JOJ 261**, entered service on 24 July 1950, with 2264 entering service on 29th August 1950, and 2262/63/65 arriving on 1st September 1950. These were given the Weymann body numbers L4-8 being preceded only by Red & White's 79-80 and United Welsh's 979. The five Olympics were destined, somewhat surprisingly, to be the only underfloor engined single-deckers ever owned by BCT, and were never as popular as the PS2/1s which were really splendid buses which, until the early 1960s, were frequently hired by Midland Red to fill-in as extras to Weston and Rhyl, when Midland Red were short of coaches. Both had Leyland O.600 engines and synchromesh gearboxes, but the long linkages to the gearbox resulted in poor gear selection, making them more difficult to drive. The Olympics were used on the Birmingham to Elmdon Airport service as well as the route 27 from Kings Heath to West Heath, via Cadbury's factory in Bournville. In addition, they opened the service 4 from Cotteridge to Pool Farm on 1st December 1963 and the route 26 to the new Bromford Bridge Estate from Alum Rock on 11th September 1967. They were all withdrawn in either April or May 1968.



Leyland Panthers in Holland – from Stan Smit

With reference to Harold Rushton's article in Torque No.57 I want to write about the Leyland Panthers in service in Holland. Both RET (Rotterdam Electric Tram) in Rotterdam, and GVB (Gemeentelijk Vervoerbedrijf) in Amsterdam, used Panther city buses with Hainje bodies. RET had a larger fleet of these buses than GVB (several hundred as opposed to fewer than 10), but most of the serious complaints about the air suspension came from GVB.

I was the Assistant Service Manager with responsibility for trucks and buses at Leyland Triumph Holland NV from October 1966 until November 1969 and, during that time, we received many serious complaints about passengers being ejected from their seats in Amsterdam. The main cause of this was the appalling state of the road surfaces in the new housing estates in West Amsterdam. These streets were block paved on sand on top of very weak subsoil and consequently suffered from extensive subsidence.

It got so bad that I was asked to submit a report to the Engineering Department at Leyland. As a result the Experimental Department at Leyland sent out two engineers equipped with vertical accelerometers and other instrumentation to investigate the complaint. I accompanied them in Holland and the first experiment was to drive an empty bus along the worst street in the neighbourhood after installing the instruments. During the first run at 50 km/h the engineers who were inclined to be sceptical about the complaints were ejected from their seats and one of them hit his head on the ceiling! After that they asked the driver to slow down and held on to handholds to prevent ejection. The bumps were so severe that the accelerometers went off the scale. It was found that at 20 km/h the ride was barely acceptable, but the Chief Engineer of GVB could not accept that this speed should be maintained on these streets and insisted that Leyland solve the problem.

GVB agreed to release one of their Panther buses to the service workshop at Leyland Triumph Holland in Gouda for investigation of and modification to the suspension. During this investigation we were advised by the engineers from the Experimental Department. The volume of the expansion tanks and the airflow through the orifices between the bellows and the tanks was increased, the standard shock absorbers were removed and heavier duty Koni units were fitted and the ride height sensors were modified to increase the in-and-outflow of the air into the bellows. In between each modification extensive road tests were carried out to check if the ride had been improved, but I am sad to say that after several weeks of work the improvement in the ride was barely noticeable! In the end no further improvements could be made and the customer reluctantly accepted that these vehicles could only be used on smooth inner city streets.

Rotterdam Panthers – from Harold Rushton

It seems that I am wrong about the bodybuilder. Doug Jack says Werkspoor and no doubt he is correct as he would have had access to sales records. Doug says they were of semi integral construction. I would say they were pretty well fully integrated, much more so than the Stockholm Panthers which used a standard chassis pressed from thinner material. I am not sure if Leyland built the frames or simply supplied running units. The shallow frame would have been very flexible without the support of the body. Doug says some were air suspension, the first few were but

I doubt if Rotterdam took many more. Some of the roads were so bad that they were similar to the MIRA pave. The Panther bus front air suspension, carried over from the Atlantean, was far too stiff due to the influence of the single leaf location link.

I don't think suspension problems were unique to Leyland in Rotterdam and air suspension was seen as an answer to frequent leaf spring replacement. The bus that best stood up to the conditions was the Verheul; this used long trailing arms to locate the front axle and a massive "A" frame to locate the rear. It certainly influenced my thinking on the Leyland National and I think its influence is also evident on the DAF SB200.

SALES & WANTS

Fuel injectors wanted – for Leyland O.350 and / or O.400 engine. Individual units or a set of 6 welcome, and units in any condition would be considered. Chris Nelson (Member) tel : 01257-274652, or email : chrisnelson@dsl.pipex.com

Leyland sales literature – Mr John Hogg worked with fleets of Leylands for 40 years and wishes to sell his collection of sales brochures, all in mint condition. His telephone no. is 01664 858118.

Early Leyland Parts Lists and Drawings – I am planning to get all the Leyland Parts List registers scanned and put into PDF format, covering the period 1907-mid 1928, (Part Nos. 1 – 49999), also the Drawings Office Register, listing drawings 1903-1931. These show various extremely interesting developments in the model range. Would you be interested? They are costing just over £300 to get into this very usable format and if the cost could be shared that would help greatly. Please contact Mike Sutcliffe – sutcliffes@leylandman.co.uk

COVER PICTURES

Front Cover

How many lorries in 1932 had air suspension? – presumably this by Gruss, commonly found on the Gilford 168OT coaches of the period. This bonneted Leyland Beaver for the Iraq Petroleum Co. was undergoing suspension tests in September of that year, possibly at the back of the Foundry at Farington Works, a regular testing area due to the uneven terrain. The lorry looks too clean to be put through such test with its radiator badge proudly claiming "By Appointment". On the filler cap is a Boyce Motometer, a temperature gauge, with red liquid (possibly a substitute for mercury) which could barely be seen from inside the cab. 0146 TB was a Lancashire County Council trade plate allocated to Leyland Motors. (BCVMT L011984)

Back Cover

Bound for York, this Leyland Titan PD2/12 emerges from the Beverley Bar with its specially shaped upper deck and roof, a design which originated in 1934 and became a regular feature of double decker buses in the fleet of East Yorkshire Motor Services Ltd. No. 576, MKH 85, was one of a fleet of 16 double deckers fitted with 50 coach seats and full fronts, the bodies being built by Charles Roe, Leeds in mid 1952. It had chassis 515328, line no.3381. (BCVMT L044853)

TAILPIECE

A FULL LOAD OF HAPPY LADIES !



One of a batch of eight TD1 Titans, with enclosed staircase 48 seater Leyland bodies, delivered to W Alexander & Sons in July 1929, chassis no. 70775, seen here in November of that year. It was originally numbered 230, **MS 9164**, in the fleet, but was shortly to be re-numbered 530, and again in 1932 to R1. A Leyland 8.6 litre oil engine was fitted in March 1937 and the bus remained in service, with its original body, until it was destroyed by fire in May 1948. *(BCVMT L007082)*

LEYLAND TORQUE

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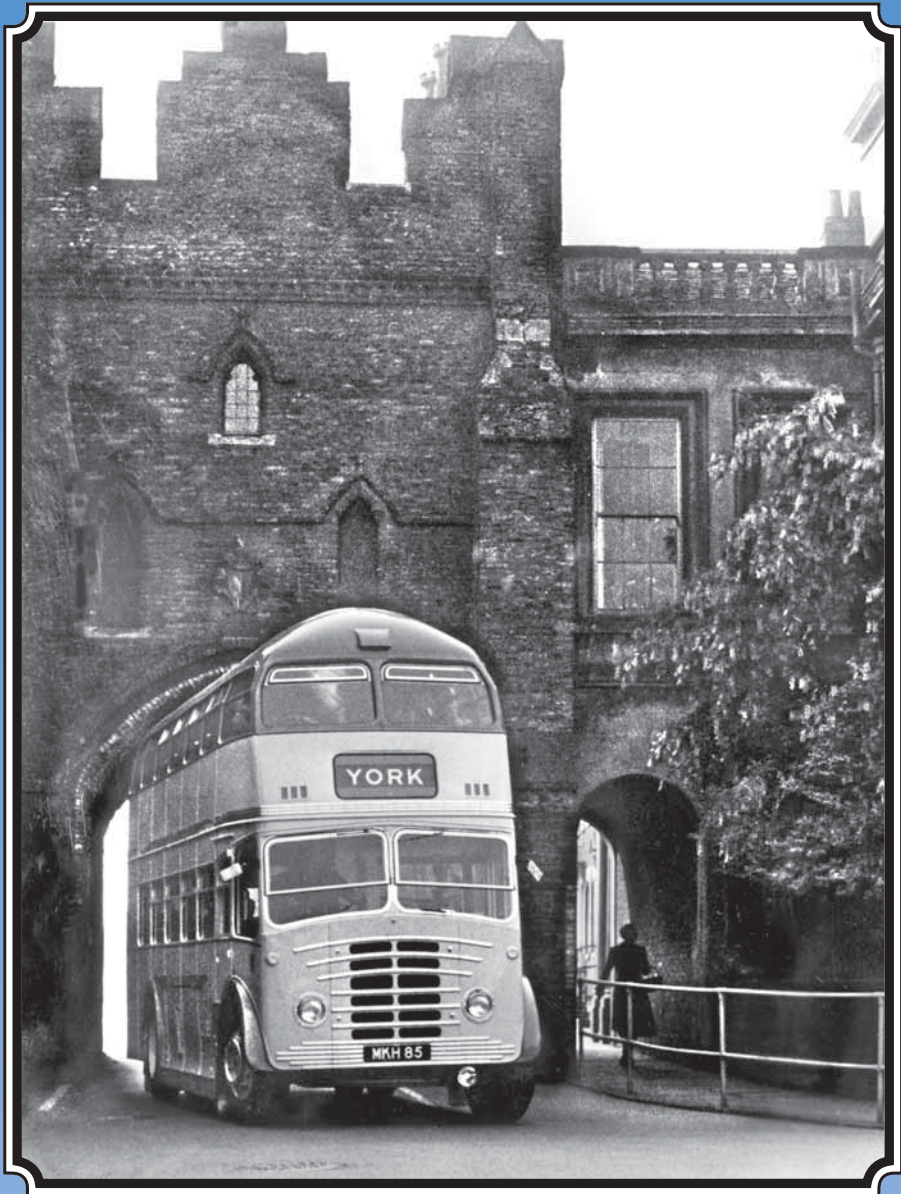
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