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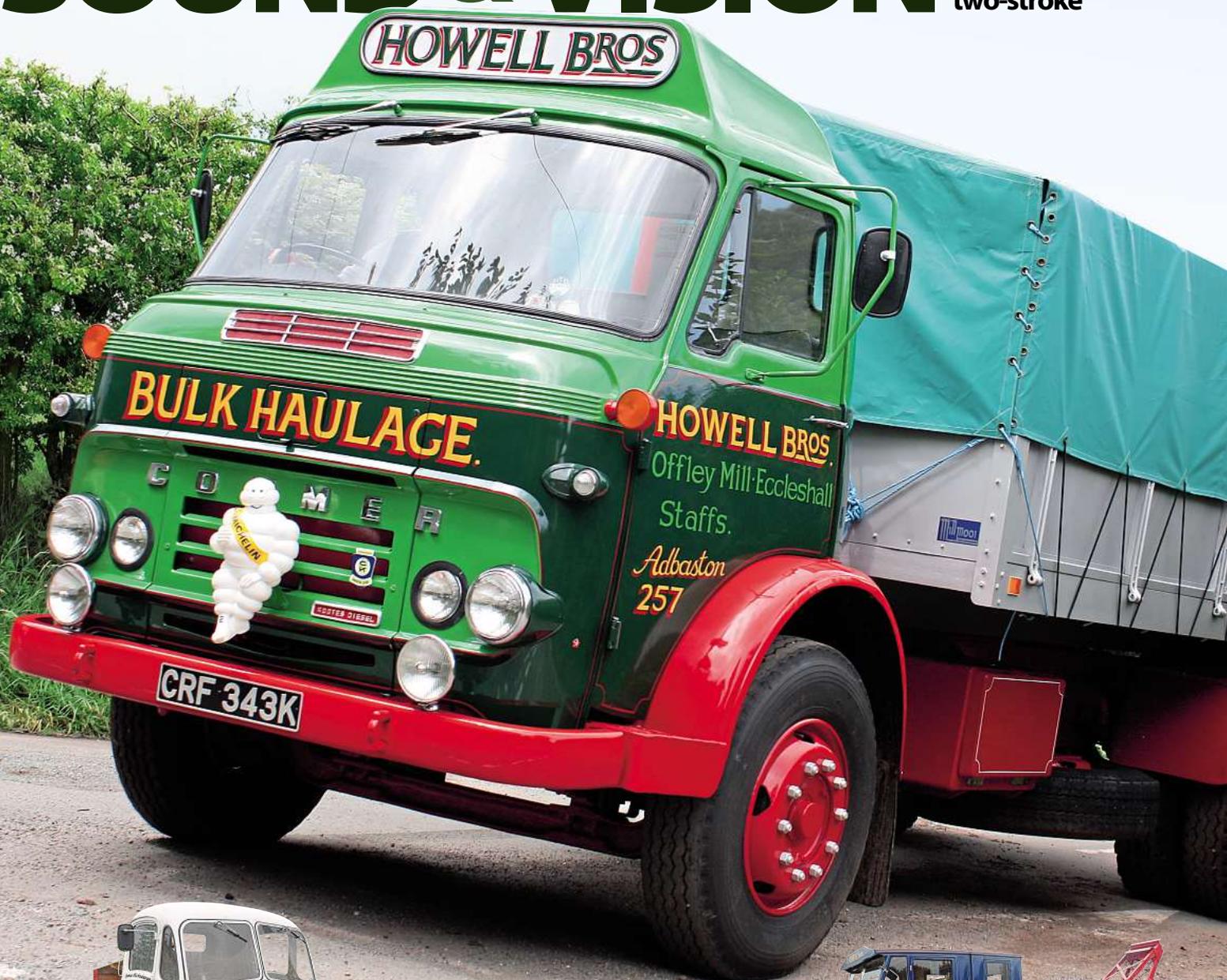
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When is a bus not a bus?

Although I'm a big commercial vehicle fan I've never been that interested in buses. I've got nothing against them, it's just that, unlike lorries, I've never had anything much to do with them. As a child I spent summer holidays and odd weekends riding about in all sorts of lorries from Scammell Crusaders to little Ford D Series' and loved every moment.

However, my only experience of buses was on the odd school trip – and my overriding memory of these trips is the smell of sick! I also experienced my first road accident on one of these school trips when our bus was sideswiped by an ERF. Is there any wonder I'm not a fan?

Having said all that, there are buses I find interesting – those that have moved on from passenger-carrying duties to become something else, particularly those that have been converted into recovery vehicles. And on page 44 of this issue you'll find a superb example of a Leyland Tiger conversion. Now, I know many purists won't like it as it's now not as it was when new, but surely it's a piece of history in itself. After all, how many bus companies make their own recovery vehicles nowadays?

Anyway, I had a quick trawl through my photo archives and came up with a couple of other examples of buses in their second lives. I took the first one about eight years ago at a classic car race meeting at Cadwell Park.

This is 'Gus', part AEC Militant lorry, part Bristol bus.
PHOTO STEPHEN PULLEN.



Don't ask me what it is (Bedford?) as what interested me was the rear door that had been fitted to provide a loading ramp for the racing cars. So, this bus has now become a combined car transporter, mobile workshop and overnight accommodation vehicle – and I'm sure it doesn't smell of sick.

The second was on display at the 2012 Lincolnshire Steam Rally. This is 'Gus' and technically it isn't really a bus conversion at all. It's an ex-Army 1952 AEC Militant lorry that has been fitted with a cut-down Eastern Coach Works single decker body from a Bristol bus – and I think it's superb. Moving

on, there's one thing readers often mention to me at shows or whatever – how the old vehicle movement is about to die because of the lack of youngsters getting interested. Well, on page 74 you'll be able to read about a young lad who got his first lorry at the age of just 14 – gives you hope for the future, doesn't it?

Stephen

STEPHEN PULLEN
spullen@mortons.co.uk



An old coach converted to move classic Formula 2 racing cars – and provide workshop and overnight accommodation at the same time. PHOTO STEPHEN PULLEN.

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We have a look at some of the stories behind the various manufacturers' logos.



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Ignition



HERITAGE DUSTCART NOW ON DISPLAY

AN UNUSUAL and interesting vehicle has recently gone on loan to Bressingham Steam Museum in Norfolk. Owned by the Southern Counties Historic Vehicle Preservation Trust, it is an early motorised refuse collection cart.

The 1937 Shelvoke & Drewry dustcart featured in the 1971

Dad's Army film. It has tiller steering and a side loading seven cubic yard capacity and was built by Shelvoke & Drewry Ltd of Letchworth in 1934.

The vehicle was supplied new to the old Epsom Urban District Council but carried the name of 'Epsom and Ewell Urban District Council' in anticipation of a

boundary change, which took place later that year.

It was withdrawn from service in 1957 after having served as a reserve vehicle for some years. At this time it was known to be one of the last surviving vehicles of this type in the country. Colin Cobbett, the borough engineer, arranged for it to be

preserved in the hope of a restoration to originality, which has now been completed.

The dustcart has a further claim to fame and a connection with Bressingham's own Dad's Army film display, as it featured in the 1971 film deriving from the popular TV series. For more information visit www.bressingham.co.uk

Special delivery for Shepherd Neame

AN HISTORIC delivery van used by Shepherd Neame more than 90 years ago has returned to the brewery.

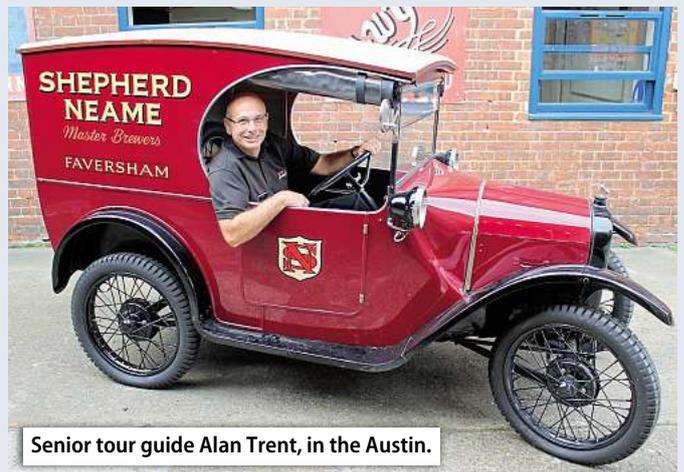
The maroon Austin 7 was first registered to the Faversham-based company in November 1923.

It was recently discovered at a private collection in Kent, where it had been restored with its original 1920s livery.

The maroon van has now joined the fleet of historic vehicles on show in Shepherd Neame's Old Brewery Store events venue. Others include a 1928 Austin 20 Van, 1926 Thornycroft lorry, 1951 three-wheeled Reliant van and 1970s Triumph Spitfire. All the vehicles can be seen at the end of the brewery tour.

Visitor centre manager Graham Hukins said: "We think the van was probably used to deliver bottled beer, or by one of the brewery's repair men when they went out to visit pubs. We are delighted to add another historic vehicle to our collection, particularly in such fantastic condition."

For information about brewery tours visit www.shepherdneame.co.uk or call 01795 542016.



Senior tour guide Alan Trent, in the Austin.

Mark Smith 1950-2014

MY GRANDAD was a very kind loving man who would do anything to help anyone, writes granddaughter Loretta. He was born in Sussex and moved around various areas eventually ending up in South West Wales.

Grandad drove lorries and buses for a living and worked for various companies, BOC being the most well known. He also won the Lorry Driver of the Year title the times that he went in for it!

Having bought all sorts of old cars over the years and done them up, grandad decided to have a change and in 2010 he brought a 1949 Foden Recovery Lorry, which soon became his pride and joy. Over the years grandad had done a lot of work on it, which involved some heavy lifting which I was roped into – not that I minded! Grandad was supposed to teach me to drive the lorry but unfortunately never got round to it.

He enjoyed taking it to local shows and thrived off the interest people showed in it. It's going to break my heart to sell it, but I hope the new owners take as much pride in it as my grandad did and show it off.



Can you help a Guy out?

THE team at Truckfix Clutches Ltd of West Yorkshire are well known in the classic vehicle world for the way they go the extra mile to help restorers. However, they've now got a request and we're hoping somebody out there can help.

They are looking for brake components for a 1961 ex-Blackburn Guy Arab with a 6LW Gardner engine, reg NCB 167 (fleet number 16). This vehicle is believed to be one of only three still in existence.

If you can help contact Di at Truckfix on 01274 877322 or email sales@truckfixclutches.com

The owner of the Guy also has sets of Titan window spares if anyone is interested.

Don't miss the Lincoln event

THE latest Lincolnshire Vintage Vehicle Society Museum open day will take place on Sunday, November 2, 2014, and promises to be something really special.

As well as the superb display of vehicles in the museum itself, there'll also be visiting classic vehicles attending from all over the country. Parking at the museum itself will be limited to Blue Badge holders and visiting classics, but a free park and ride service using classic buses has been arranged from Teal Park Road (LN6 3AD), and a classic bus service will also operate between the museum and Lincoln Central Railway Station. Both services start at 10am. As a further bonus, there will be free classic car and bus rides available throughout the day, including a twilight city tour in a double-decker starting at 5pm.

The museum is located on Whisby Road, North Hykeham, Lincoln LN6 3QT, and entry is £6 per adult, but accompanied children go free. For more information visit www.lvvs.org.uk or phone 01522 500566.

A couple of the vehicles that took part in a previous Lincoln event. Photos Stephen Pullen.



Dawn 'til dust

SINCE the article on McGovern's MAN wrecker in the October issue, we've been contacted by several people asking how to obtain copies of the book mentioned in the text, From Dawn 'til Dust about London's waste carriers. We've had word from the author, Tony O'Connor, that it's available by phoning Fast Print on 01733 237867.

Send us your news



Write in (address is on page 24), email or Facebook us.

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New owner for classic event

MORTONS Media Group, the organiser of some of the UK's biggest motorcycle weekends, and also the publisher of *Heritage Commercials*, is making its first foray into the classic car market by acquiring the Footman James Bristol Classic Car Show.

The event, first held in 1980, welcomes thousands of visitors every year to the Bath & West Showground, Shepton Mallet, Somerset BA4 6QN.

The deal includes The Footman James Vehicle Restoration Show, also held at the Bath & West Showground, the next of which takes place over the weekend of November 1-2, 2014.

Tickets are £9 in advance (ticket reference code HC) or £10 on the gate. Parking is free and there's a classic car park within the showground for anyone arriving in a classic vehicle.

As well as the usual trade stands and autojumble, there'll also be club displays, top restorer stands and an auction by Charterhouse Auctions.

For more information on The Footman James Classic Vehicle Restoration Show (November 1-2, 2014), The Footman James Great Western Autojumble (February 14-15, 2015) or The Footman James Bristol Classic Car Show (June 13-14, 2015) visit www.bccsl.co.uk



The 1987 E10 owned by John Mochan.



Mark Patterson's 1984 C40.



Mr P Davis travelled up from North Cheshire in his 1953 Foden S18FG.

REVS across the border to the Biggar Rally

August 17, 2014. Words by Linda Hilditch. Photography by Philip Hilditch

HILLTOPS shrouded in a purple haze, leaves tumbling across the ground, sounds of softly spoken accents, little white Westie dogs, a brave man in a kilt.

This was the middle of August and yet people were wrapped up warm as if it was October. Flags flapping in the wind, many white crosses on a dark blue background, one odd Welsh dragon and across the field the flags of ERF and Albion.

It was a one day show with more people in attendance than some two day shows south of the border. This was the scene at the Biggar Rally in Lanarkshire, the second stage of the ERF REVS Scottish tour.

Part of the REVS team arrived on Friday and set up the ERF trailer, and by Sunday morning it was flanked by commercial vehicles from various parts of Scotland. These included three of Willie Nichol's ERF fleet from Lochmaben; 1973 A Series registration number WRC 476M chassis number 26461, 1979 B Series registration number VBV 921, chassis number 40176 with its gleaming tanker and 1982 C Series registration number SRD 940Y, chassis number 46289 – all three a credit to Willie and his team.

Another eye-catching vehicle in its yellow and green livery was a 1987 E10, registration number E65 VKA, chassis number 56060, owned by John Mochan of Stevenston.

Twin original intake stacks caught my eye on Patterson of Racks 1984 C40, registration number A636 FHH, chassis number 49554.

Owner Mark Patterson informed me it was ex Henderson of Alston. Robert Campbell

Commercials of Dumbarton had a number of exhibits on display and among these was a 1997 EC11 registration number N1 RCC, chassis number 86759.

The company purchased the unit in 2002 and it was originally owned by BOC Glasgow Depot with the registration number R290 AMA, fleet number 4535.

Biggar is the home of the Albion Foundation, formed to preserve the history of the Albion marque, and organisers of the rally. It is also custodian of one of the oldest vehicles on display a 1922 Model 24 Albion registration number ES 5150 known as Pride O'Tannochbrae.

Built originally for a hotelier in Aberfeldy the vehicle appear in episodes of Dr Finlay's Casebook and also in the First World War epic *Regeneration* and is housed in the Biggar Museum.

Alongside of this was the oldest vehicle, a 1916 Albion A10, registration number BF 8679, a very rare vehicle, which I believed travelled up from Cheshire. Both these vehicles had solid tyres.

Mr P Davis from North Cheshire travelled up in his 1953 Foden S18FG, registration number PWB 191 with a very small crate on the back as his living accommodation. Biggar was part of his touring holiday, travelling back over to the north east to Sheffield and then back to Stockport.

Biggar was well worth the travel. There was a wonderful display of vehicles and the Scottish people made us most welcome. Well done to Helen Carrick and team.

For more information about REVS visit www.erfhistoricvehicles.co.uk



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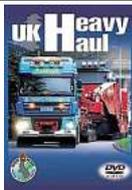
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This new film captures 3 very different types of abnormal load movements in the UK. The first film, Deep Pile, follows the movement of a 50-metre-long, 170-tonne steel pile from the Chepstow plant of manufacturer Mabey Bridge to the docks at Avonmouth. In the second feature, Kolossal Komatsu, the CPP team capture the marriage of the body to the chassis of a huge Komatsu 785 dump truck prior to its delivery to a busy Hanson Aggregates quarry in the Mendip Hills. The final story is a record of the movement of a massive quad-booster from the Alstom factory in Stafford to an electricity generating station near Preston. Power to the People not only shows the 500-tonne combination moving over the road network but also depicts the ship-to-shore transfer of the complete vehicle from the marine vessel Terra Marique. This DVD has been fully researched and narrated and aimed squarely at fellow trucking enthusiasts.



INTERNATIONAL HEAVY HAUL

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The journey begins in South Africa at the beginning of the new millennium, featuring four Rotran P12 Pacifics and one giant multi-axle Nicolas trailer - that country's biggest heavy haulage combination. Even empty, this combination weighs in excess of 360 tonnes. The next item on this programme was filmed in Europe during the summer of 2001; it presents footage of another heavy haulage manufacturing giant, Willem. The CP team has captured an 8 x 4 WG250 model hauling a 135-tonne press from Belfort to Strasbourg. The last stop is the Australian outback, where heavy haulage is arguably at its best. In this section two Mack tractors, one of which has a 72-speed gearbox, are caught hauling refurbished CAT 789B off-road dump trucks from Kalgoorlie to a gold mine near Laverton.



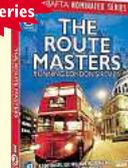
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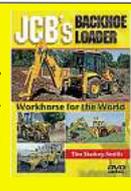
Here you will see some superb examples of the haulage needed to support the continuing expansion of the iron-ore business on Australia's north-west coast. Pete Connock has filmed some of the most exciting trucks in the world, operating between Perth and the Pilbara to supply the mining communities with their essential goods and to move iron ore. The script is by Martin Phippard, Pete Connock's partner in the specialist company, CP Productions, which for over twenty years has been making films for trucking enthusiasts.



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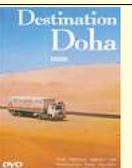


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We take the opportunity to have a closer look at some of the more unusual exhibits, and interview the owners of vehicles as early as the Cockshutt 1900 model. Other tractors examined in detail include the Rolo Croftmaster, the Northrop, and a 1922 Case tractor, fully restored. As the show draws to a close, there can be little doubt in the mind of any of the visitors that they have taken part in a truly unique event.

Model Traction Engines

The annual international steam up at Rode Bird Gardens in Bath has become one of the largest gatherings of scale model traction engines in England. This two-day event attracts an entry of over fifty of the most interesting and spectacular models. There are also many model steam trains running along the miniature railway that runs through the beautiful gardens. Many models have taken years of patient hard work to complete. Only £14.99 with FREE UK P&P



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Off the rails



I have been very interested in the 'Off the rails' series by Bill Aldridge (*HC* June, July, August and September 2014). I have an interest in the more unusual

vehicles employed by British Railways, particularly from Nationalisation to the 'British Rail' yellow era.

Regarding the Roadrailer project, there were also trailers with eight-stud wheels as well as the six-stud variety illustrated in the article. The British Transport Commission was keen to show co-ordination between BR and BRS, hence the BRS Bristol tractors (not generally available outside the BTC, remember) usually shown in publicity material. I was told, however, by an old BRS driver that the protruding coupling 'prong' on the trailer interfered with the catwalk-mounted boxes on the Bristols, so AEC Mk V units were normally used.

Together with the well-publicised Union disputes, Britain's Construction and Use regulations at the time effectively prevented the trailers from carrying a useful payload within the length and weight limits of the day. Also, the motorway network was just coming into being, with the promise of faster uninterrupted road journeys.

Turning to the Foden/Marrel Bulkrane project, this is one I find particularly fascinating. The initial trial used a six-wheel S20 chassis, and this was followed by at least four units built



One of the Bulkrane Fodens (944 HRO) had a second life on the fairground. Does it survive?

on the eight-wheel S21 chassis, the registration numbers being 898 HRO, and 944/5/6 HRO. There were two different types of body and lifting gear tried, both by Marrel, and nine different types of container for a range of commodities. A small correction here – the lifting arms were quite long and were not actually extendable on

either version, but did indeed have a complex system of cables and pulleys to give the



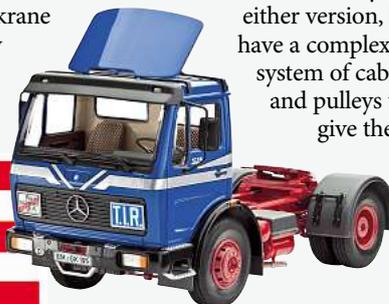
The Marrel Bulkrane project was a very interesting concept.

desired lift. At least one of the lorries (944 HRO) had a second life on the fairground. Does anyone know who operated it, and where and whether it still survives?

More details and photographs can be found in Wobbe Reitsma's book *Foden Special Vehicles*, and in the January 1962 issue of *Foden News*, sometimes obtainable from specialist dealers or the internet.

Kevin Green, Barnsley.

Well done Kevin, have this month's prize – Ed.



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

Auto couplings

WITH REFERENCE to the recent correspondence in *HC*, there were three manufacturers of auto couplings. Scammell had the big landing wheels and Tasker had small landing wheels. Hands trailers made one very similar to the Tasker with the small wheels.

If the driver uncoupled too fast the Scammell would go right down so that the flanged wheels were on the ground and you would require two fork trucks to lift it. You then had to take the springs off and they were very hard to put back on.

The Tasker and the Hands would only drop down a third of the way, and they were easy to lift. When I went to these trailers in the yard I used to have a 1lb hammer in the rule pocket in my overalls. I would put the hammer in the kick plate with the head of the hammer as a counter balance so the trailer couldn't go down.

Yes, we had a runaway tanker trailer once, and it was fully loaded. This was at King's Cross in London at the crossroads. The driver had reported that he could not disengage the clutch on the prime mover, so we went out to him with another prime mover and some scotches. We applied the hand-brake on the tanker and scotched the wheels up, as it was

on a slight hill. We knew the prime mover would leap off, so we put it in gear and hit the starter button. As predicted the primer leapt off, but the trailer went over the scotches and backwards down the hill. At the bottom was a policeman directing traffic at the crossroads (there are traffic lights there now).

We followed this trailer shouting 'could we have our trailer back please?' He actually directed it across the crossroads and was quite surprised to see it had no front end! He then directed the traffic around us as we connected the working prime to the trailer.

Derek Emblen, Via email

W&J RIDING

I AM SENDING a follow-up to the article connected to W&J Riding in the February 2014 issue of *HC*. I grew up about a mile away from Mountford Bros Ltd, based in Pennel Street, Bucknall, Stoke-on-Trent. Much of its work was transporting iron and steel to all parts of the country for the Shelton Iron and Steel Company.

I remember this particular lorry well, climbing up Ash Bank, then Werrington Bank, out of Bucknall, to the JCB factory at Uttoxeter and other destinations.

When Mr Mountford decided to retire in around 1983 all the vehicles were sold off. A particular green tipper trailer, which Mountford Bros had purchased new in 1979, was bought by Shirley's Transport of

Cellarhead, based about two miles away.

When originally bought by Shirley's it was a tandem axle trailer. However, around 1987 an additional axle was added converting it to a tri-axle trailer by a company at Chesterton, Stoke-on-Trent. And in 2014 this trailer is still being used by Shirley's.

Included with this letter are some photographs of the trailer being pulled by an ERF, fleet number 72, JEH 534K, and on another occasion by a Volvo F10, fleet number 106, A799 JVT, before the third axle was added. The other photo shows it as a tri-axle trailer in the yard at Shirley's earlier this year.

Graham Beech
Werrington



Maritime movers

AFTER READING the article 'Maritime Movers' on page 39 of *Heritage Commercials'* October 2014 edition, it got me thinking about the time I drove for BRS at the Sandbach Depot in the 1960s.

I took a load up to Glasgow, and when empty I reported to the local BRS Depot. I was told to go somewhere outside Glasgow to pick up a ship's lifeboat for Birkenhead. It was not very heavy, but took two of us a long time to rope it down – in them days there was no straps to fasten it down. After a day and a half we arrived in Birkenhead. This was a Friday and anyone who had dealings with the dockers in those days will understand what I am talking about! After about two and a half hours standing around, I went to have word with one of the 'bowler hat' men. When I said to him, "don't they rush to unload my wagon", I was told to shut up or I would be killed in the rush for the gate!

It did not bother them that we had been away from home all week and could be going down the road again on Sunday.

Martin E Bona
Via email

They're the wrong way round!

I'M WRITING with reference to the article in the October 2014 issue, on the James McBride Albion (page 74).

The vehicle looks resplendent in its rebuilt condition, but having been in the bodybuilding trade myself since 1954, there was one thing which really jars – what a shame the restorers didn't have enough knowledge of relevant 'Vehicle Construction and Use' regulations to have fitted the reflective rear marker plates correctly – the left-hand one should be on the right-hand side and the right-hand one on the left! It's all to do with which way the stripes are positioned. Amazingly, marker plates have been a legal fitting for 40-odd years and yet people still manage to fit them incorrectly!

Alan Young
Winchester

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Karrier Bantam



I am writing regarding the letter on page 15 of the October issue, as I have one of the above trucks (see photos). It is believed to have been made in 1971, but not registered until 1974 and has a 2.2-litre Humber petrol engine.

In the letter it states that these trucks were made by British Light Steel Pressings of Acton, but the plate in mine says that it was made by Airflow Streamlines, Northampton – Body number 35 629.

I know very little about the vehicle and if anybody can help with any further information, I would be very grateful.

Bill Chadwick
Via email

Any information can be passed on – Ed.



Road tax and recommendations

JUST A couple of items relating to the editorial and vehicle tax column in the October issue.

Now that tax discs will no longer be displayed it is an ideal opportunity for period (repro) discs to be displayed on our vehicles. I have found a good firm: greg@poplargreg.com that can supply them, but there is one problem. To complete the discs it is necessary to know the rate of duty.

Car rates are readily found, but so far I have not been able to find historic goods vehicle rates. Do any readers have this information?

Secondly, regarding suppliers, the Burnley firm of Boydell & Jacks, supply standard rear steel mudguards and will also make special sizes at very keen prices. If you cannot find the one you want in its online brochure send the sizes: radius,

overall length and width of the mudguard, not the tyre. An excellent firm, but it is not very quick at replying to emails, so either fax, post or telephone your enquiry and you will get a response.

tel: 01282 456411
web: featherwing.com

John Giles,
Secretary,
The Mechanical Horse Club.



Minor memories

HAVING SEEN some of the stories about the various light commercials within the magazine, especially the good old Morris Minor, I thought I would put pen to paper and tell you a couple of tales of my days in the 1950s and 60s driving these classic vans.

For about two years, I drove for a company called R&A Main Ltd. I lived in Rugby and drove hundreds of miles every day. The most I covered in one day was about 340 miles and I was shattered when I arrived home at night. I went from Rugby up to Rochdale; Rugby to the top third of London; in fact, from Wales to Grimsby. As well as driving all these miles, I had to repair gas appliances. I could drive, say a hundred miles, to repair a cooker, fire, boiler, water heater and what-have-you. I might sometimes only be in a house for 10 minutes. Then it would be another drive of, say, 70 miles to the next one.

It was best when I was in my 'local areas' of Rugby, Warwick, Leamington, Northampton, Birmingham, Kettering, Banbury, Leicester, Coventry etc. I must have been mad in hindsight! And don't forget, I was loaded up to the gunnels with spare parts; overloaded I would say. Imagine what the braking was like with that load on, plus the handling. I think I'm very lucky to be here to tell the tale.

Thinking back, I probably had a few close calls. If I remember, it was about 1964/5 (I think) when I did that job and the vans were the common green colour.

Another sample of the hardy work that my generation did back then was driving an Austin A55 van for the East Midlands Electricity Board (EMEB). This was another solid workhorse that took a huge amount of punishment, but kept on going – bet modern vans are not up to this!

I also drove a Thames Trader lorry for the same company. This was to help out the overhead linesmen sometimes. One day in Rugby, when I was driving for the linesmen, I had just picked them up in the afternoon to take them back to the depot. I had to drive down a narrow street. As I edged my way through, there was such a crunching noise. Guess what? The big canopy on the back of the lorry had wiped out a shop awning. I felt awful. Anyway, after the lads finished laughing, a couple got out and sorted it with the shop manager. I also drove a Thames 15cwt van in my actual job as a meter fixer. Again, good reliable vans; never once let us down. All through the bad winters, it just went on and on. Mind you, they were always serviced regularly and kept clean. The amount of modern fleet vans I see dirty nowadays is shocking.

I remember one winter it had just started snowing, and my mate and I were called out to take a linesman out to Princethorpe caravan site. By the time we got there it was snowing quite heavily. I thought, 'oh no, we're going to get stranded'. But, after the linesman had sorted the breakdown out, we started back to Rugby; that van ploughed through and got us back to the depot safely. By the time I had walked back to Long Lawford caravan site (that's where we lived at that time) it must have been about three to four inches deep.

It might have been the bad winter of 1963, thinking about it, and most of us remember that, don't we? That's when the windows on the inside of the caravan froze over, and the calor gas outside froze up; even the dog's water bowl was solid and that was inside. It was a nightmare and with two kids in the equation, we struggled to have a cup of tea or anything; hard times, and people moan about the bit of snow we have today? Even the communal cold tap outside had frozen solid. However hard it was, that was life and you just got on with it... happy days. If anyone has memories or even pictures of any vans/trucks with these companies please get in contact through the editor.

Colin Reader,
Devon



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Wynns memories

I HAVE BEEN meaning to write to you for some time – and now I have! I was very interested in the series of articles in *HC* about Wynns. In the December 2013 issue (page 58) the tippers and Drott in the bottom photo are filling in the old timber ‘float’ of Montague L Meyer, whose yard would have been behind the photographer. This was just outside Newport Docks. The railway wagons behind are on the Maesglas marshalling yard. The spoil in the tippers would have come from the redevelopment of Newport centre – they are doing it again now 50 years later. They are, however, using large eight-wheel tippers.

The FWD timber, FDW 80 (page 57) was the last of this type put into service with Wynns (February 1949). In about 1965 my parents sold a lot of standing timber off our farm at Cefn Mabley (between Newport and Cardiff) to the Yorkley Timber Company. This timber was hauled by FDW 80 to Bassards Sawmills in Caerphilly for mining timber (chock blocks). Some of the trees were very big so only one of them, plus occasionally a small ash tree, made up the load. The route to the sawmills from the farm was up a steep hill, which meant the trailer was winched up in stages because it was too heavy to haul up normally. While hauling a particularly heavy load up through our yard, the Cat D6 in front stopped, putting the full load on the FWD. There was a bang and the ‘silent chain’ transfer box split open. The rest of the timber was handled by two Scammells.

FDW 80 was sold to a plant operator from Cwmbran to move his 1940s Cat D8 between coal tip and reclamation sites. This beautifully maintained old tractor later (1970) worked on earthmoving, alongside D8H tractors (1968/69) on the



Cardiff inner bypass, where I worked for Gleasons. Incidentally, the variable wheelbase articulated tipper, Neville Charrold, of Gleasons, mentioned in *HC* recently, was new to the Usk to Raglan dual carriageway site in 1968, together with four Ford D800 tippers.

I will always be grateful to John Wynn, who came to load some coils back on to my lorry after I had lost them in Newport and only charged a nominal sum. This was with one of his favourite Ward LaFrance wreckers.

A few years ago, while on the South Wales coast at Nash Lighthouse, I saw a tug with a large ‘cylinder’ behind it. Through my binoculars I thought I could read Robert Wynn & Sons on the side. My wife said I was

mistaken, but it was only later that I found out it was one of the Wynns barges. I didn’t know the company had diversified and was still in business.

These two photos were given to me some years ago. The picture of FDW 80 was believed to have been taken near Tewksbury. The driver (in the middle) is the late Len Potter, and his usual mate, Courtney Evans, is on the left. I don’t know the other chap. The other picture is of Wynns’ 1933 Scammell timber tractor, which is still in working order on a farm near Newport. Its number was UW 167, fleet number 12.

Gerald Richardson
Penalt, Monmouth



Biffa Scania

The Biffa skip truck pictured on page 63 of the September issue was one of the very first ones Biffa bought. I was a newly trained fitter there in 1980.

We did have the Dodge franchise at the time at the main High Wycombe workshops, where all major reworking was done.

Every brand of new wagon came through the Wycombe workshops. All the heavy

engineering refurbishment, repainting etc was also done at Wycombe. In fact, vehicles were even towed in from the Erith depot for heavy overhauls at times.

Sadly, the Dodge Commando was not up to the job, they literally fell apart. Nor was the T6.354 Perkins of any use.

The Leyland Clydesdales were also slowly got rid of, and I believe the last British trucks they bought were Fodens.

So Richard and Colin Biffa took the leap and went for the first of the Scania, and they

proved to be an instant success. From then on the Dodges, Albions and Leylands were doomed. Biffa also dropped the Dodge franchise at the same time, and we became a Scania dealership for a period.

Some of the bodies were taken off the Dodges, totally refurbished and then fitted to the Scania.

Paul Plumridge
Williton,
Somerset



Quarry lorries

FOLLOWING Neil James' mention of Rowley Regis Quarry in issue 298, I enclose a photo of a bonneted MAN taken there on May 26, 2005, while I was delivering bitumen. The MAN worked internally.

In the same issue, Lyall Norrie mentions Kings & Co. Enclosed is a photo of two Kings Bedford KMs, location unknown.

Brian Finnie
Carnoustie, Angus



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STOKER • genius

Graham bought the lorry second-hand in 1977 and worked it until 1992.



On January 31, 1992, Graham Howell parked up his beloved award-winning 1971 Commer Maxiload bulker vowing that one day he would restore it to concours condition. And while the surrounding trees at Offley Mill in Staffordshire did their best to cocoon it, the sight – and distinctive sound – of this superb Commer two-stroke is once again being absorbed by Commer fans across the land. **Bob Tuck** enjoys one happy return.

We always love getting an invite to go back to Offley Mill which is on the banks of the River Sow just outside Eccleshall in Staffordshire. As the crow flies, I suppose, it's not too far from the M6 motorway but really it's in a different world. The leafy lanes round here are so narrow they are almost bordering on claustrophobic (to townie drivers like me) but the Howell family just love this part of the world – and the rural based lifestyle.

It may seem a sleepy sort of existence but don't get me wrong. When it comes to making themselves heard, the Howells have long turned heads wherever they've taken their favourite steed. As passionate followers of Commer, to them, their beloved favourite isn't a proper Commer unless it's fitted with a TS3 two-stroke engine.

Howell followers of old might have thought the much travelled Maxiload, CRF 343K, might never see the light of day again however, Graham Howell was determined to see its restoration through. Eight years after he started (and now sporting the signwriting talents of Graham's son James) the four-wheel bulk tipper looks absolutely stunning. And of course, it's been dramatically transformed since the last time I drove it in January 1992.

GOING FOR A SONG

The Howell family can look back on something like 170 years of milling and obviously could fill a book or two on the stories of their ancestors' exploits. Graham – and his younger brother Charles – are the fifth generation of this particular line of millers cum hauliers and no surprise they followed their father Harry and grandfather, William into the trade.

After a couple of years working in the mill, Graham went on the road in 1961 at the age of 17 driving a lightweight Thames Trader – and he's been on the road driving ever since. He's got a photographic memory of the motors he's driven right back to that first Trader: "I'm sure 5012 RE cost £1200 when new and while it was signwritten by Roy Bickley, we could only afford to have one of the doors painted with our name on it."

Rated as a 5 tonner, it of course was generally loaded with 7 tons while Graham's next motor (when he reached 21) was 60 EBF – a 6-cylinder Mark II Trader: "It had the overdrive top gearbox," recalls Graham with a smile on his face. "And that was 10mph faster than the old Trader."

Again – of course – in pre-MoT plating days, this 7 ton Trader was loaded with a 10

ton payload and young Graham got all over carrying bagged material for the mills. One regular job which isn't recalled with much of a smile was running to Wisbech where the sacks he had to handle were supposedly 2cwt heavy. Lifting weights like that makes lesser mortals grimace but Graham took it in his stride even though – he still reckons – the bags were even heavier than that.

Initially, the mill wagons were run under 'C' licence – limited to carrying their own products – but once the 1968 Transport Act introduced the 'O' Operators Licence, Graham and Charles were also able to haul for hire and reward. By the 1970s, the brothers were mainly doing haulage (rather than a great deal of milling) and while Ford and Bedford had historically been first choice for motors, in 1977 Graham was to make one of the best deals of his life when he bought the second-hand CRF 343K. "It wasn't our first Commer," he says, "but we nearly didn't buy it. Someone else had got it but when they took it back to their premises, they realised it was too big to go into their yard so they returned it to the dealer and were given a refund."

Main agent for Commer in the Potteries had long been Silkmore Lane Garage but there wasn't exactly a queue of potential buyers



My visit to see Graham's Commer for *Truck* magazine in January 1992. The Commer was an award winner – and note the Michelin man wrapped up for the cold. The Leyland Constructor replaced the Commer, while the Ford D Series was then up for sale.

waiting for the six-year-old Commer two-stroke to come back in for sale. The Maxiload model had been phased out once Commer's parent – Rootes – had been fully absorbed into the Chrysler organisation. Instead, Dodge was the chosen brand name for the new 1970s Commando range of commercial vehicles with Perkins – or even Mercedes-Benz – being the first choice of their respective diesel engines. No one it seems wanted the Commer two-stroke (or 'Knocker' as it was sometimes called) that had been in production for more than 20 years.

Not everyone liked the way they could de-coke themselves and throw flames and smoke out through the exhaust: "We had the police come to the yard one day," recalls Charles, "saying they wanted to book us for excess smoke from the Maxiload while climbing Keele bank on the M6. I explained about how the engine was built to do this but they wouldn't have it. Fortunately it had been in for its MoT about two days earlier so when I showed him the brand new test certificate, we didn't hear any more about it."

Of course Graham fancied taking one on although it helped their cause because the Maxiload was particularly light – and very cheap: "We traded in a Ford 'D' Series," says Graham, "but only had to pay £600 in cash. But seeing that the Commer came with six brand new Michelin tyres, we really just paid for the tyres as we could have spent £600 on buying the new rubber alone." Yes, looked at like that, paying exactly nothing for the then painted blue and cream four-wheel flat was one of the best deals anyone could make.

BODY CHANGE

Another attraction for the Commer was its modest unladen weight. Coming with a very light platform body allowed a legal payload of between 10-11 tons – and that's imperial tons not metric tonnes. When bought, the Commer had already clocked up 200,000 miles and was already on its second engine. However, in the following 15 years, it was to clock up another half a million miles – and also get through a variety of different freight carrying bodies. It didn't have too many drivers although yours truly was one of the last.

Throughout their lives, the two Howell brothers have had to adapt their working practices to adapt to changing market demands. In the 1990s, as their respective sons got involved, Graham was to work with his son James on haulage while Charles joined forces with his son David to specialise in manufacturing flour at the Mill.

The Maxiload was also adapted to changes of work and although starting as a dropside flat, about 1985 it was converted to bulk blowing work and in 1987, the Millmoor aluminium dropside tipping body was put on. The brothers are both keen re-cyclers so consequently bodies and even the twin ram, front mounted Edbro tipping gear are hand-me-downs from earlier Howell vehicles. To make things fit, Graham recalls moving the drive axle forward about 3ft and then trimming the excess length off the chassis rails.



The lorry in its working days, and Graham has a cup of tea as he unloads with the blower. It might take half an hour to unload – in blower form it carried about 9.6 tons.



Charles in the seat just about to start on the restoration. The lorry had been standing for 14 years.

One thing which always stayed in place was the Eaton two-speed drive axle: "I don't know why they still don't make them," says Graham, "they were a great piece of kit." Being able to double the number of gear ratios at the quick flick of the Eaton's red button transformed the performance of many an old motor. And even now, the Commer will probably hit 60mph on the motorway: "It's a bit noisy at that pace," says Graham with a smile, "but it's lovely at 55mph."

Talk of gearboxes reminds Graham to search around under the Commer's twin passenger seat and with a flourish he pulls out a spare gear lever. The two brothers smile as they tell tales of how the Commer lever could break and even the one fitted now sports a

weld where it's obviously been repaired: "We've always carried this spare since the day a driver rang in from Tamworth saying he was stuck in the middle of town and couldn't get a gear." Even without a spare lever, Graham and Charles say they can still drive the Commer and just use a pair of mole grips if the lever ever broke on them.

Having a passion for the marque doesn't mean the Howells are totally blinkered to their faults: "The diesel tank has always rotted away too quickly," admits Graham, "so instead, the one on the Maxiload is off a D Series Ford."

The brothers like the Commer's glass fibre cab cap that incorporates the illuminated headboard and sheet rack, but this isn't the vehicle's original: "I was coming back from Hull one day and I heard

a sound," says Graham. "I checked the mirrors and everything looked okay but when driving through the next town, I caught a glimpse of the motor's reflection in a shop window and I saw the cab cap was missing." So if anyone has found such a thing lying in a hedgerow near Hull, Graham would certainly love it back.

Over the years, the brothers have accumulated all manner of Commer spares and we like the tale they tell of how the engine they had in 1992 (the Commer's third) was bought with a load of spares for £200. It was apparently almost seized solid after having been left stood under a tree for five years. But when it was stripped down, the reason behind the seizure was discovered to be a cache of acorns stored in one of the cylinder bores.



The Commer with Offley Mill in the background. That twin ram Edbro tipping gear must be more than 40 years old.



There's room for three and easy access across the Commer cab.



The lock actuators for the handbrake system. I've never been a fan but Graham says he could drive the lorry and use the handbrake – a bit – to dab the brakes on. Saved using his foot – I've never heard of that before.

CALLING TIME

When running as a flat, Graham got all over the country – carrying all sorts. In the early 1980s, it was still cost effective to use a four-wheeler on long distance work and he recalls taking 10 ton of newsprint from Welshpool to Dover and then getting a backload. He still got down country when the Commer was converted for blowing work although most of that traffic took him across the Midlands and perhaps into Wales.

As time progressed, the sight of a Maxiload two-stroke on the road got to be something of a rarity. The Howell one became more distinctive because of what was carried on the front. Yes, while many truckers liked to fit a distinctive Michelin Man (or Bibendum to give it its correct title) the Howell's one was always a bit special: "My aunty Jayne used to knit a hat and scarf for the Michelin man," says Graham, "and I can remember stopping at pedestrian crossings where children would be quite taken at the wrapped up man."

Graham and his son James would put a lot of TLC into the Maxiload and it was a huge credit to both of them. No wonder that during the late 1980s, it achieved success at the annual Classic Truck Show that originally was organised by the CVRTC (Commercial Vehicle Road Transport Club).

By the start of 1992, the cab was starting to fray round the edges a bit and there was a bit of rot above the passenger door. Graham had invested in a 'B' reg Leyland Constructor 6 bulker so the Commer's workload was being reduced but before its working days were finished, I was invited to Offley Mill to write a piece for the 'Soldiering On' back page of *Truck* magazine March 1992 issue. I was even allowed to take this great classic slice of Commer heritage for a spin and riding with me – to ensure I didn't get lost – was Charles' son David who was then only 12-years-old.

Over the last 22 years, David subsequently got the old wagon bug and we featured him and the superb restoration he did on a 1957 Ford Thames ET6 in *Heritage Commercials* August 2011 issue. No wonder, he tells us, this motor of his has gone on to pick up all manner of awards.

RESTORING THE WOW FACTOR

Over the same time span, the Commer didn't go far but after spending 14 years with the yard's trees growing round it, Graham decided it was time to bring it back to its earlier glory. The motor wasn't really forgotten about but the Howell family knew what the rigours of time would bring.

As they all seem to say succinctly:

If I rest I rust,

If I rust I bust,

No rest, no rust, no bust.

Having had an enforced rest, the Commer was totally rusted and once the nearside door was opened, the roof collapsed and of course everything bust. No chance of repairing the original cab but no sweat about getting another one because – as we said – over the years the Howell team have hoovered up every source of Commer spares they could encounter.

Another tale we like is how they found what would be a major donor in the restoration. "I'm sure it was about 1990 that I saw this advert of Staite's Removals – I think – down Gloucester way who wanted to sell an 'M' reg TS3 Luton furniture van," recalls Graham. "When I had a look at it, there didn't seem much wrong with it although it only had a 5-speed box and the door catches were badly worn. We had plenty of new catches so when Charles came down he fitted a new pair so it was good enough to drive home. The old owners were gobsmacked because they hadn't been able to find any catches and said: "The only reason we put it up for sale was that we couldn't fix the doors."

The cab and front axle of this old van would be used in the rebuild although the cab shows a



Graham is a big fan of the Eaton two-speed axle.

As I said, the roads are narrow round there!

slight difference to the original says Graham: "The first ones with twin headlights had lights all the same size but this later one has a slightly larger outside headlight."

Although Graham did virtually all of the restoration work (on a night and over a weekend) Charles did help and also Graham's son James: "He did the re-wiring and also went to night school to learn how to signwrite. He made a great job of doing the Commer." He certainly did.

The job was made a lot easier because of the bits the brothers have salted away over the years – and this included a pair of brand new wings. The only thing Graham can recall having to buy was a brand new sheet – from J F Thomas: "It just finishes the job off," says Graham as he gives us the guided tour.

The bottom line is that the fully restored Commer looks as good as new. And with things like his old 1981 Driver's Hours Logbook still to hand (the last one he'd use before going onto a tachograph) this is not just a great slice of Commer history, it's also a huge slice of Howell family history. Take a bow Graham you deserve all the accolades as the motor does you proud.



DAILY SHEET

2 Registration No. of vehicle(s) *CRF343K* 1 DAILY SHEET No. *10* 3 Day of week and date *MON / 30 / 4 / 81*

Operators Licence Nos. *00172082*

4 5 6 7

4 5 6 7

8 Place of coming on duty *OFFLEY MILK* 9 Place of going off duty: *OFFLEY MILK*

10 Transport of goods - Permissible maximum weight of the combination of vehicles - lorry with trailer or articulated vehicles (where applicable) *16*

10a Passenger transport System of daily rest selected

11 Distance recorder End of duty *00015* 12 Number of hours *6 1/2*

Beginning of duty *99938* 13 *3 1/4*

Total distance covered *75* 14 *3 1/4*

16 Remarks and signature *Wheat - Poss. to 11.55 am* 15 Total *9. 660*

Daily milk Mill to Lane 9. 000. 13+14 *6 1/2*

G. A. Howell 16 If applicable

Fuel gals./litres Oil pts./litres Book No. *02293*

Graham's old logbook prior to using a tachograph.



Note the air blower gauge that's related to the engine's supercharger.



The diesel tank is actually off a D Series Ford.



Graham says most Commers had this rear engine cover removed in service.

Specification:

Make/Model:	Commer Maxiload CE2 161S
Chassis No:	610192
Year:	1971
Registration:	CRF 343K
Engine:	Commer TS3 - 134bhp
Gearbox:	6-speed + Eaton two-speed axle
Gross vehicle weight:	16 tons
Top speed:	60mph
Fuel return:	18mpg

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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.

PART
2

Words: Alan Barnes **Photography:** John Wynn collection

John arrived at East Cove on board the *MV England* shortly before Christmas to start the first of what would be two 'tours of duty' working for LMA.

His contract confirmed that he was engaged "in the capacity of heavy plant operator but agree to undertake other duties for which the company considers you are qualified". As John told me: "I had told Glynn at the outset that I would be happy being the driver of the S24 and that vehicle had already been shipped to the island. There were also seven Leyland T43 6x4 Landtrains and these, along with the Scammell, would handle all the heavy work.

"However, I had hardly got my feet on dry land when the site transport manager approached me and in view of my experience offered me the job of managing all the transport resources on the site. I declined as I was quite happy to work as a driver."

The transport resources and construction plant comprised an impressive array of equipment. In addition to the lone Scammell S24, there were a total of 76 Leyland Landtrains fitted with a range of bodies and 60 articulated and agricultural trailers. There were 79 Land Rover 110 and 109s, nine Leyland Landmaster 4x4s and to move the workforce, 12 42-seater Bristol Leopard buses.

Other equipment included 21 Ford 4610s and TW25 tractors, 15 2-ton Benford Dumpers, 36 Caterpillar excavators, 21 Caterpillar wheeled loading shovels, 10 Caterpillar tracked shovels, 14 Caterpillar D6s, 59 articulated 20-ton Volvo BM861 dumptrucks, five Cat 769 rigid 35-ton dumptrucks and 11 JCB loaders. In addition there were rollers, cranes, forklifts, generators and pumps. Much of this equipment had to be moved from the unloading area to the construction sites by John and his fellow drivers.

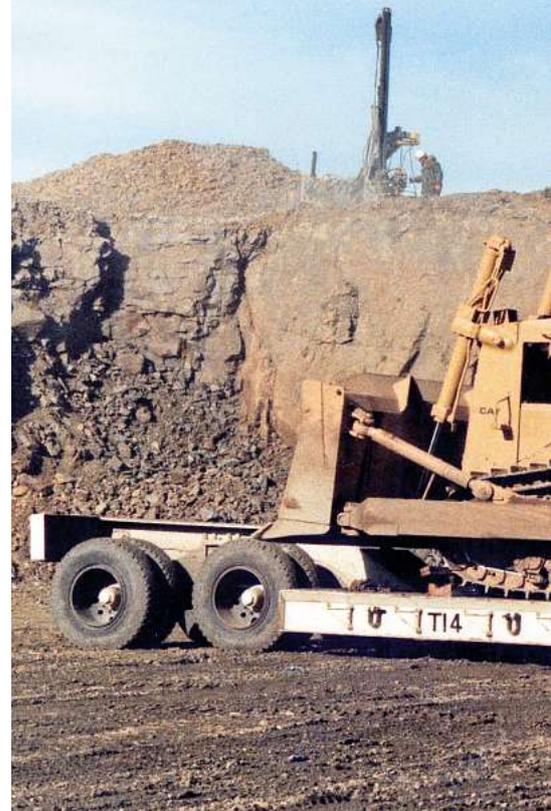
His boss Larry Larsen then gave John the shortest of straws, to test the newly fitted Bailey bridge access to the *Merchant Providence*. He was to take one of the Leylands and its trailer up the bridge on to the deck, turn it around in the available space and drive it down again. No pressure then.

"I found myself behind the wheel of the Landtrain, which had been hooked up to one of the 40ft trailers, and drove the outfit across the section of Bailey bridge and on to the deck of the ship. So far so good, and it was then I noticed that it seemed that everyone associated with the project had gathered to watch my performance. If they were expecting something dramatic, I was only too pleased to disappoint them and while perhaps it was not quite a three-point turn, the Leyland and its trailer were turned around on the deck without any fuss and I drove the Landtrain back over the Bailey bridge on to the shore. Apparently Larry had bet on me being successful and won himself a bottle of Scotch – not that I could share his 'spoils' as I don't drink!

"It had been Larry who had greeted me with 'What the **** are you doing here?' shortly after my arrival in the Falklands. We were no strangers and I had first met Larry back in the late 1960s when planning a move of some equipment at the Rhydyer Dam in mid-Wales in 1968. I had not seen him for quite some time and I think he was just as surprised to see me so far from home.

A LOOK AROUND

"Apart from 'playing' with the Leyland, the first couple of weeks were spent getting used to my new surroundings. The landscape was desolate, only the sound of the wind which seemed to blow all the time, and a few birds could be heard as a background to the lorries, diggers and shovels which had started to prepare the ground works.





The S24 moving one of the stone crushing plants.

A Cat D902 delivered to the rock face.





John with the Scammell S24 and the first of the Steelfields Major 60 batching plants to arrive.



High, wide and unstable loads called for careful loading.



The Scammell's fifth wheel required alterations to allow it to couple to the 40ft flats.



One of the Landtrains encountering difficulties in the soft peat.

“The first stage of the work had been to establish a ‘base camp’ at East Cove which had been constructed by the pioneer force brought to the island on the *Merchant Providence*. Accommodation for the workforce had been built and work had started on driving a road through the open moorland to the site chosen for the airfield some six miles from East Cove. It was along that loose surfaced stone roadway with its alarming dips and bends that all the heavy equipment would be moved.

“The temporary access road had reached the perimeter of the site by the middle of December 1983 but work continued to extend the road all the way to the far west end of the site to allow construction to begin on the runways. Eventually there would be over 25 miles of roadway and hard standing areas built.

“On December 31, a ceremony was held with Major General Keith Spacie, who was at that time Commander British Forces in the Falklands, cutting the first turf on the runways at the Mount Pleasant Airfield site. In his speech he praised the efforts of the LMA in making such rapid progress and being able to start work on the runway on time, although it was pointed out that according to the project timetable the work was now one day ahead of schedule.

“With the access road completed, work could now start on the runways and the on-site accommodation. A new contractors’ camp with sufficient housing to accommodate 1000 of the workforce was completed by April 1984, by which time the temporary site at East Cove had been dismantled. While certainly not ‘5-star’ accommodation, it served its

purpose keeping us dry and fairly warm when we were not working outside.

“The basic work routine was a 12 hour shift, usually six days a week, although a seven day week was pretty commonplace especially if time had to be made up because of delays due to bad weather.”

According to the PSA: “The weather was another obstacle and it was not exceptional to experience snow, hail, rain, sun and gale-force winds in the space of a few hours. Average temperatures range from a mean annual maximum of 21°C, 70°F to a mean annual minimum of -5°C, 22°F. The mean annual wind speed is 17 knots.” It was the gale-force winds which were of special concern as it affected all areas of operation, particularly cartage, scaffolding, structures and the production of high quality concrete.



John pleased with another successful move.



The S24 moving empty trailers.



Off-loading an NCK Rapier. John was always careful to pack the trailer chassis to prevent it twisting. Others weren't quite so careful and severely damaged it while John was on leave.



A covering of snow made the road surface even more treacherous.



The Scammell leads one of the Leylands along the road to the airfield site.

However, the precautions taken by LMA allowed concreting to continue throughout the winter. High seas could prevent the passenger ship and the freight vessels from docking alongside the *Merchant Providence*, thus hampering cargo discharge; but the weather has not prevented the construction team from executing works to the required standard."

ENVIRONMENTAL CONCERNS

John continued: "I don't think anyone really liked the place apart from the penguins and even these had to be accommodated in the plans for the new airfield. Apparently during the initial survey work a report had concluded that "there would be little major disturbance to the environment other than a change to the landscape". I suppose pouring several million

tons of concrete on to a peat bog could be regarded as a change to the landscape.

"However, a threat to a small colony of Gentoo penguins had been identified. They inhabited an area called Bertha's Beach and this particular area was off limits and had been designated as a nature reserve. Other environmental concerns were addressed by restricting the use of vehicles to the made-up tracks so there was no ad hoc off-roading which could damage the sensitive landscape. I don't think the Scammell S24 is too well known for its ad hoc off-roading capabilities and sometimes it was hard enough just keeping the outfit actually on the road.

"I also learned that there were two other problems about the site selected: the area was a favourite feeding ground for the Upland Goose; and any damage to the thin vegetation

could lead to soil erosion. The problems for an operating airfield would be the danger from bird strikes if the geese could not be persuaded to use other areas of the island and the damage to aircraft engines caused by windblown sand and soil.

"Even at the earliest stages of the project, measures were being put in place, with damaged areas being replanted as quickly as possible and grasses and plants which were distasteful to the geese being planted around the site.

"There were also plans to plant a large number of trees to form windbreaks, and not having seen a tree since I arrived on the island I thought that this would be a good idea, although whatever was planned the result would not exactly be Sherwood Forest.

“As far as the vehicles were concerned, the Landtrains and the Scammell would have no problems hauling the anticipated loads. I won't say that any fool can drive a tractor with a heavy load in a straight line, as there is a bit more to it than that; but I would say that in most circumstances the actual driving is perhaps the most straightforward part of the operation. By far the most critical factor is ensuring that the load, whatever its size, is properly secured to the trailer or carrier. Care and time taken during loading will ensure that the equipment gets from A to B as intended and not tipped into a bog at C.

SET-UP PROBLEMS

“Five of the Landtrains were fitted with fifth wheel couplings for trailer work while the other two had dump-truck bodies for moving bulk stone, Tarmac and construction materials. I had been allocated the Scammell S24, designated L3, which was the most powerful vehicle in the small fleet; but on arrival I had identified a problem. The tractor had been fitted with a fifth wheel designed for use with a particular King low-loader trailer which was already on the Falklands. However, this meant that the Scammell could not be hooked up to any of the 40ft trailers and semi-trailers which had also been brought to the site. We contacted Glynn Rees back at Scammell in Watford and he arranged to send over two adaptors which could be fitted to the



The *Merchant Providence* at sunset.

fifth wheel and enable the tractor to be used with the 40ft trailers. This of course took a few days to sort out and with the S24 practically idle I took over driving L7, one of the Landtrains.

“Once the adaptor had arrived it was fitted without further delay and I soon had the S24 back in action. It seemed that no two loads were the same as far as the various items of construction equipment were concerned. As the plant arrived it was assessed before being loaded on to the trailer which was considered

most appropriate to handle the item. We were moving all sorts of stuff ranging from NCK Rapier shovels, stone crushing equipment, conveyor equipment, storage tanks, containers full of explosives and Caterpillar Bulldozers. With careful loading you could get four Caterpillar L406 loaders on to a King low-loader trailer which made a pretty decent load by any standards.

“You had to be careful when off-loading heavy equipment such as the Caterpillar D9 from the King low-loader, and when taking the plant over the side, I always packed the chassis to prevent twisting. The King, which had been sent out especially to cope with the heaviest loads, proved its worth during those early days on the project and was used to safely move some heavy and very expensive equipment.

“It was unfortunate that during my spell of leave part way through the project, others were not so careful and eventually the swan neck and the locating pins cracked and the trailer was laid up. By this time, all the heavy plant had been moved to the construction site so really the King trailer had become surplus to requirements. However, it was annoying to find that a decent piece of kit had been damaged through carelessness and a rush to get things done – rushing and heavy haulage are two things which do not go hand in hand.”

Continued next month.



Loading an NCK Ajax 360 excavator.



Above: A cabin being 'off loaded'!

Right: Two of the Landtrains were fitted with dump-truck bodies.



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Rough DIAMOND





Dean Reader tracks down an example of a vehicle that was once common – but is now becoming remarkably rare.

Words & photography: Dean Reader

I don't really know about anyone else but I do love a used and abused commercial. For me, the general state of disrepair that some vans and pick-ups wear – like the feature vehicle here – is living proof that a commercial, be it an old shiny, chrome laden classic or an upcoming one like the P100 here was used as it was intended.

Sure, I can appreciate like the next man a lovingly restored oldie that may win trophies. But you are guaranteed that it is not a daily driver that sees dirty muddy boots worn inside and the odd Big Mac wrapper flung on the floor – not forgetting the well-thumbed newspaper or men's magazine casually thrown on the dashboard. Ah yes, there is something to be said about the lifestyle of a builder, or perhaps I am just recalling the TV series *Auf Wiedersehen Pet* and that group of jack-the-lad builders; I am sure they are not all like that but my point is, we should not dismiss a certain vehicle because it has the odd dent, scuff, scratch, missing bumpers and such like; all of these abnormalities are part

and parcel of a working life and boy, has Barry Goodman's 1991 Ford got plenty of these.

I was surprised to get a call from Barry telling me he had just purchased another commercial and asked would I care to come and see it. He did add however that it wasn't his normal fare which you will recall. We have seen two of his Austin Seven vans in past issues so I arranged for him to come and collect me one sunny morning. However, I was not expecting him to turn up with this creature but I was swooned, simply because I love Ford Sierras, having owned several 4x4 versions – but that was my first mistake. This is far from being a Sierra really.

Okay, when I climbed in, the seats had the same feel and the view up front was the same until you a) looked in the rear view mirror and b) when he pulled off and then you realised you were in a commercial vehicle. Performance was adequate thanks to the willing 2-litre Pinto engine, and with uprated suspension all round and multi-leafed springs at the rear, the ride was firm to say the least. In fact, it felt like I was riding high and we sort-of bounced our way along. Even so, the truck made people stare but I have no idea if that was due to the unflattering looks or the fact you don't see many P100s anymore – whether it is the imported Cortina-based Mk3 and 4 models or the more 'European' Sierra versions. The former deserve a feature in themselves so I will stick with the jelly-mould models.

SOUTH AFRICAN HERITAGE

Starting with the Mk3s in 1971, the P100 was a proven hit in its home of South Africa where they were more commonly known as a 'Bakkie', and available with a 'fleet side-style' body or with a drop-side rear bed. In line with Ford cars, versions were built in Mk4 and 5 guise until the revolutionary Sierra debuted in 1982.



ABOVE LEFT: Still bearing the marks of 23 years of work, Barry's P100 is a remarkably rare vehicle nowadays.

ABOVE RIGHT: The very 1980s interior is more or less all Sierra.

LEFT: This Ford press photo shows the bull-bar, extra spotlights, body graphics etc. fitted to the P100 Californian.

FAR LEFT: The forerunner to Barry's pick-up was the South African built P100 based on the Mk5 Cortina.

However, that was just dandy in its birthplace, but in Europe – where it was now imported to – we all had to wait until 1988 before we got the Sierra versions... strange!

By now, the strong, robust chassis had been lengthened with the bed suitably adjusted to fit, and they had long lost their African origins being built in Portugal. Propulsion was via a carburetted 2000cc 4-cylinder Pinto lump or an 1800cc turbo-diesel. And it was a hit in the UK, attention being paid particularly from the horticultural and building industries – and judging by the lumps of cement welded to the insides of the bed on Barry's, this too saw use on a building site or in the trade.

During our drive, I had to try and dismiss this as being a Sierra-based commercial. It really is a different kettle of fish. Yes the front end 'sheet metal' was Sierra but from the seats rearward, there is the enclosed cab and basic bed with drop-down tailgate and hooks for a tonneau cover, all mounted on to a solid ladder chassis. This gives the pick-up a payload of about 1000kg. The bed could be unbolted which gave the chassis scope for



The Sierra was quite a controversial vehicle when it was launched – not everybody took to the 'jelly mould' styling.

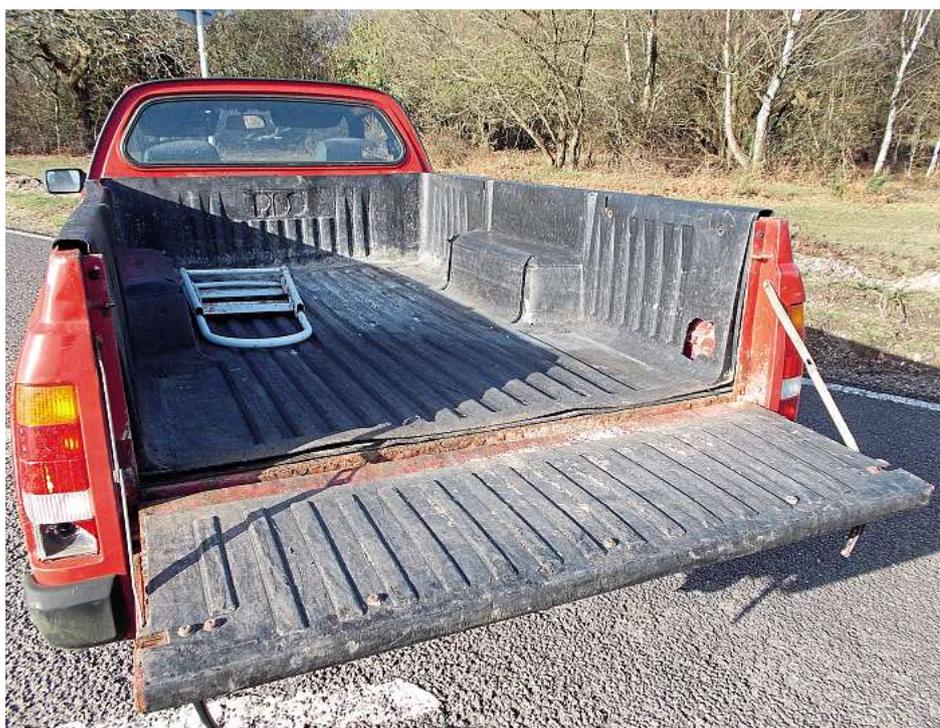


outside builders to add their own specific bodywork; I nearly bought an ice-cream van version once.

Underneath, it was all new too. With the engine options and suspension set-up already mentioned, I was amazed at just how much was also Transit-based. The gearbox was simply a lower ratio version of the popular Ford Type 9 which was also fitted in some earlier Transits and unlike the Sierra, the T9 was used up until production ceased. The 1989 car-range updated to the MT75 box, a much stronger unit but unsuitable for use on the P100 as it had a live axle – from the SWB transit 80 – compared to the cars independent

rear suspension. The front hubs were from the Mk3 Granada with adapter plates to allow fitment of the heavier duty Ford Transit wheel to match the rears.

So all-in-all, a thoroughly dependable workhorse and I was really starting to get smitten with Barry's. We needed a cheap old runaround but Barry was undecided what to do with the pick-up. I knew that he had his ear to the ground for old scrappers and the like but where did this one appear from? I was curious to how he came across it and he just laughed: "It was sitting in a field. I saw it on a friend's Facebook page and it was only up the road near Brockenhurst. There were no keys,



Barry's truck still has the P100 embossed load bed liner.



Walker was one of several companies that used the P100 as a base for specialist conversions. Luton vans, campers and even ice cream vans were available.



The P100 was very different to the Sierra car. Differences include a separate chassis, different gearbox and rear axle, and Ford Transit wheels.

or logbook and it had not run, and consequently had not moved, for seven years, but I didn't pay much for it – I could get my money back in parts if I needed to!"

RESCUING THE RESCUER

Having seen pictures of how it was sitting, and indeed where it was located, I honestly could not believe that I was in the same truck, and only a week or so later; more proof of the Ford's durability. Barry describes the incredible recovery: "It was sitting with other cars around the back of the house and the only access was to go across the moor and drive around the back, so I needed something off-road." And for this his friend Rick, who was tagging along, called his wife and asked her to bring the Land Rover, after all these are capable of anything aren't they?

Well it would seem not as this got stuck up to its doors, so Barry called another friend Martin who then brought his Landy to tow the first one out and then pull the P100 out. While all this was going on, Barry removed the rear window to gain access and removed the steering lock but the engine was having none of it, even with fresh fuel and a battery. Several hours later it was on the back of Barry's Transit recovery and on the way home. I was gobsmacked when he told me that after a morning's work of cleaning the electrics and refitting the carburettor which had sheered off its mounting screws, the pick-up started up and ran sweet. A quick check of the brakes and all was deemed fine and he was driving about his yard!

Despite sitting on wet ground, the underside is solid and even the suspension functioned as it should, which just left a quick wash and clean. Yes, there are rust patches on the truck and plenty of bangs and scrapes but I was still pleased to see the torn but complete load-bed liner with a raised 'P100' moulded

on. Plus this model had the sporty package of being the limited edition 'Californian' which sported a host of add-ons. Most noticeably the graphics and roll bar – although the front bull-bar and rear roll bars with spot lamps are missing – which was a nod to the sport-trucks that graced American boulevards in the 1990s. Production of the model stopped in 1992 with the introduction of the Mondeo range of cars.

We drove home and Barry said it had to go in for the MoT but would let me know what was happening, but then I remembered one reason why I couldn't buy it – we have a dog and I didn't want to fit a Truckman top!

VERSATILITY

So successful was the P100, that it formed the basis of many other conversions, thanks to that removable rear bed. The most common add-on was the Truckman top supplied by

Walker, but this company also built several other versions including both a demountable camper unit and a full-bodied camper version. Also in the same vein was another GRP body that created a Luton-style van among other plastic add-ons.

There have been several versions of ice-cream van, while a king-cab prototype was built in South Africa, but to my knowledge never entered production. Touching briefly on the Sierra platform, there have been many 'home-built' pick-up and van conversions of estates and saloons, with some hearses and limousines being built professionally – so when you delve deeper into this territory – it is actually quite interesting. But returning to the P100, you only have to look at a brochure from 1987 with a red one (weren't most of them red?) on a building site and four simple words – 'Built for hard work', enough said don't you think?



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Thornycroft's are a rare sight on the Scottish rally scene and the lorry causes a lot of interest wherever it goes.

He had spotted the Thornycroft on one of his visits, and suggested I should get in touch.

"Mr Letham was also a farmer, and had bought the Thornycroft new in 1952. I understand he used the Sturdy to take fruit and veg every morning, to the Glasgow market. Once it had finished, the lorry then took deliveries up to Dundee. On the return trip, it usually brought back bales of hay and straw for farms in Ayrshire. That must have been quite a long day, driving at a top speed of only 45mph.

"He eventually stood down the lorry in November 1969. It was then put in a storage shed. I remember the date, because I acquired the lorry 40 years to the month in November 2009. Apparently, it hadn't been moved during all this time."

Starting up a lorry after such a long period of inactivity can cause a few anxious moments, but according to Jamie, Robert Letham took it all in his stride.

"I blew the tyres up and Mr Letham suggested we give the lorry a tow to see if it would fire up," said Jamie. "He assured me he was the one who had originally reversed it into the shed, so there shouldn't be any problems. I had my doubts after all this time,

but decided to give it a try. I had brought along fellow enthusiast Jim Padkin from Strathaven, to lend a hand. Jim is a keen collector, and I have restored vehicles for him in the past.

"We pulled the Sturdy out of the shed with a rope. Unfortunately, it was pouring with rain, and the wheels wouldn't grip. Mr Letham then suggested we put a pallet of breeze blocks on the back of the lorry to stabilize the vehicle, and have a go at firing it up. Much to my amazement, we towed the Thornycroft for about 100 yards, and it started first time. I was half-expecting that I would end up having to carry out a full engine rebuild, so you could have picked my jaw up off the ground."

A NEW HOME

Having bought the lorry, Jamie had it delivered back to his previous home at North Craig farm near Kilmarnock on the back of a low-loader. He was then faced with the tricky task of carrying out the Sturdy's restoration.

He said: "My mechanic friend Alisdair Perratt helped me with a lot of the work, before he decided to move to Australia. The

Specification

Make/model:	Thornycroft Sturdy Star
Year:	1952
Registration:	HVA 60
Engine:	TR6/131/2 (6-cyl; 4.18-litres direct injection; 3431cc)
Transmission:	Five gears
Top Speed:	40mph

Restoration contacts:

Scot Seat Direct Ltd, Gainford Business Centre, Stewarton Road, Fenwick, Kilmarnock KA3 6AR.
Telephone: 08456 434248
www.scotseats.co.uk

WestFab Engineering, Westacre, Fenwick, Ayrshire KA3 6AS
Telephone: 01560 600022
www.westfab.co.uk

The Thornycroft Register
www.thornycroft.org.uk

Sturdy was in a bit of a state as you might expect for a lorry of its age, and the paintwork was literally holding it together. The lorry was completely stripped down, and sandblasted to remove all the rust. The cab and the floor also needed a complete rebuild. A lot of the bodywork was done by a local company Westfab Engineering, and Alisdair did the paintwork.

"Bearing in mind we were doing the resto in our spare time, it took the best part of three years. The lorry was eventually finished in June 2013. It was a pity Alisdair had to leave the country only a few weeks before the lorry was finished. However, he's since been back on holiday, and is delighted at the way the vehicle turned out."

Jamie holds an HGV licence so he was able to take the lorry on its first outing to the Ayrshire Vintage Tractor and Machinery Club rally, held on Sunday, July 21, 2013.



The lorry as purchased. Despite standing for 40 years it started after a quick tow.



The lorry now carries the livery of Ramsay & Jackson, the firm Jamie works for.



Jamie says the lorry drives fine but is a bit on the noisy side.

Page 1. R.F. 60 Page 6.


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Read carefully the following Instructions.

1. Upon the first issue of this Book sign your name in the top space provided on page 3.
2. **KEEP THIS BOOK IN A SAFE PLACE, NOT ON THE VEHICLE.** If you lose the book, you may have trouble and delay in renewing the licence and obtaining petrol coupons, or in disposing of the vehicle; and you should report the loss at once to your Registration Authority.
3. If the particulars on page 6 are not correct, inform the Registration Authority at once.
4. If you make any change in your vehicle which affects the particulars on page 6 (h.p., unladen weight, seating capacity, colour or type of body), or if you change the class (e.g., private to hackney, goods to private, etc.) or (if not already so licensed) desire to draw a trailer, you must at once inform your Registration Authority and send this book to them. (It is an offence not to notify any change of the registration particulars.) You must at the same time send the licence when the alteration affects any of the particulars thereon. If the alteration made increases the amount of licence duty payable, you should send a cheque for the amount of the additional duty.
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6. If the last licence was not taken out by you, the vehicle must be fully declared on the appropriate Declaration Form and application made to the Registration Authority before a new licence can be obtained.
7. If the licence is not renewed owing to the non-use of the vehicle, you must retain this Registration Book and produce it to the Registration Authority when you apply at a subsequent date for another licence for the same vehicle. When a vehicle is broken up, destroyed, or sent permanently out of Great Britain the Registration Book must be surrendered to your Registration Authority.
(Continued on page 5.)

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EXTRACT FROM
REGISTRATION PARTICULARS.

Index Mark and No. HVA:60

(a) Taxation Class Goods (Trimmers)

(b) Type of Body Lorry

(c) Colour Green, Red

(d) Propelled by Tractor (Gas)

(e) MANUFACTURER'S—
Name Thornycroft
Description of Vehicle }
Chassis Type Letter & No. } Z 2/11.10-1.1
Type of Model }
Engine No. }
Frame No. (Cycle) }
(f) Rating 6 h.p.

(g) Seating Capacity }
(h) Unladen Weight see page 2
2 tons 19 cwt. 7 lbs.

Date of original registration under the Roads Act, 1920 27 September 1951
(FIFTY-ONE)

DATE STAMP AND INITIALS OF ISSUING OFFICER.



The original logbook.

OUT ON THE ROAD

“The lorry drives just fine, but it is a bit of a noisy beast,” he laughed. “I certainly wouldn’t want to take it any long distance, like they used to do back in the old days when it was still working. The vehicle is still using its original engine, fan blower, and windscreen wipers. I also had the seats re-covered by Scot Seat Direct Ltd, which is a local company based at Fenwick near Kilmarnock.

“It takes a few turns of the steering wheel to persuade the lorry to corner properly, and although it will do 40mph flat out, I tend to drive it at a more leisurely 35mph. I don’t see any point in overworking the engine, after all this time.”

Thornycroft lorries are a rare sight on the Scottish vintage vehicle circuit, and when it arrived at the Ayrshire show the newly-restored Sturdy Star certainly raised a few eyebrows.

Jamie said: “I’d parked up the vehicle along with the other exhibits, and had gone for a quick stroll around the rally field. When I returned to the lorry much to my surprise, I found a couple of legs sticking out from under the front of the cab. It soon transpired that they belonged to an old gentleman, who had been checking to see if the lorry was fitted with an aluminium sump. We got chatting, and it turned out that the man used to drive a similar Sturdy many years ago, when he was only 18-years-old. He also used to maintain the vehicle, hence the query over the sump. While he was about it, he had checked the inside of the lorry, and told me it was identical to the vehicle he had driven in the past.

“Out of curiosity I asked him for some details about the owner, and he replied that I probably wouldn’t have heard of him as the lorry had been kept a few miles away. When he went on to mention Robert Letham’s name, you could have knocked us both down with a feather!”

Jamie has also received a positive response from other vehicles when he is out on the

open road. This particularly applies to bus drivers.

“I don’t know why that is, but the local bus drivers have seemed to take a special liking to the Sturdy,” he said. “It’s also interesting watching other people’s faces when you are going through built-up areas. I am very fond of the lorry, and intend hanging on to it for the foreseeable future.”



Work under way. Jamie describes the cab as in a terrible state and only held together by its paint!



MOVING ON

This month I've decided to devote this feature to house removals. This is part of the transport industry that requires even more skill than normal; going into somebody's house, carefully packing all their precious belongings before loading the vehicle, driving to the customer's new home and then unpacking. As somebody who has moved home

themselves using a hired Ford Transit, I can confirm it's a really hard and stressful job – I'll definitely use a professional firm next time.

Anyway, as usual, we have very little information with these photos, so if you can help fill in the blanks please write in or email. The addresses are on page 43.

This Trafalgar Removals BMC FGK was photographed in West London in 1976. NA3T photo ref BC00008-15.



This handsome-looking Richman Removals Ltd Bedford was taking part in the Maidstone heat of the 1964 Lorry Driver of the Year competition. NA3T photo HuK0643.

A bit more up to date now, in the shape of this DAF 2100 drawbar outfit operated by Euromove Ltd. The photograph was taken in Crayford back in February 1985. NA3T photo JS02279-20.





This Commer was operated by Renwicks Removals, part of a group that also did general haulage. The photo was taken at the Charfield depot, but unfortunately we don't have a date when it was taken. NA3T/Adrian Cypher photo ref CX00995-06.



This well-used Masson's of Forres' Iveco 135-17 was photographed quite a distance from home, at South Mimms services in September 1993. Masson's is still in business, but now as furniture dealers. NA3T photo JLC00271-08.



Here's a very famous name in the removals industry. The firm of Britannia Willis has been in business since 1929 and is still family owned. This Bedford with Marsden Vanplan pantechnicon body was photographed in September 1993, although we don't have a location. NA3T photo JLC00270-16.



Copsey's Removals is another long-established firm, with its roots going all the way back to 1847. This unusual Dennis Pax pantechnicon was photographed in Woolwich in July 1972. NA3T photo VS01872.



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www.transportphotos.org**



It's the end of the road for this vandalised Europa Move 1979 Bedford TK. We've no date or location for the photo, but note the scrap MAN 30-240 parked at the side. NA3T photo JLC00156-2.



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**

This is Worthing at the A27/A24 roundabout in July 2002, and the lorry is a Leyland Freighter operated by Worthing Removals and Storage (P&H) Ltd. NA3T photo ref RH02276-03.



We end this month with this smart 1988 Clark & Rose Ltd Seddon Atkinson 2-11 complete with cab-top sleeper pod. We don't have a date for the picture, but we do know it's somewhere in Aberdeen. NA3T photo ref JLC00251-08.

Second CHANCE

It was once common for bus companies to convert old redundant vehicles into recovery lorries, but not anymore. **Dave Bowers** tracks down a rare survivor.

Words: Dave Bowers **Photography:** Dave Bowers/Walsh bros collection

The Ribble Motor Services bus company of Preston in Lancashire operated three breakdown tenders. However, these weren't bought brand new as recovery vehicles. They'd all originally served with the firm as 35-seater Leyland Tiger PS2/5, Burlingham bodied, single-decker buses. The conversion into recovery vehicles seems to have ensured all three survived long enough to go into preservation. A tally that looked perfect until

the one that was numbered 'BD1' was destroyed by an arson attack and was completely burnt out while in the ownership of the East Lancashire Preservation Society.

This then left two survivors. BD3, that is owned and based in Cheshire, and the recently discovered BD2, which has now been restored by the ever resourceful Walsh brothers of Manchester, with much valuable assistance from their loyal band of enthusiastic helpers.



Ray and Kenny Walsh with their latest restoration.



BD2 was one of three Leyland buses converted into breakdown vehicles by the Ribble Motor Services bus company.

Formerly used at the Ribble bus company's Bootle depot in Liverpool, this was originally one of a batch of 20 Leyland PS2 35-seaters with a Burlingham half-cab body. These were the last forward engined buses to be bought by Ribble, and the example which is featured here was constructed in 1949, and entered service in the following year.

Kenny Walsh, who works for the Belle Vue Coach company in Stockport, Greater Manchester, described how they tracked down BD2 to a location down at the far end of the country in Penzance: "We'd previously said we would like one of these breakdown vehicles, and this was then bought unseen. We went down to Yeovil to collect a couple of school buses that had been sold to Belle Vue Coaches, and called in to see BD2, which was packed



tight in a yard, surrounded by old Land Rovers so we couldn't get near for a closer look.

"After BD2 and the others went out of service with Ribble in 1983," he continued, "BD2 was bought by a coach firm called Longsdale Travel. It was later bought by dealer Geoff Lister, before it was then sold to Flora Motors of Penzance. The company wanted to use it to recover one of its coaches that had broken down in Scotland. It then sold BD2 to Primrose Coaches of Helston. Later on it was going to be scrapped, but fortunately was saved with a view to restoration, but that never happened."

Working days

Originally registered as CRN 984, BD2's registration appears to have been transferred

to BD3 at some time in the past – perhaps in error when the conversions to recovery vehicles took place over two years between 1962 and 1965. BD2 then went on to operate on trade plates, 140 CK, and after being sold by Ribble, the vehicle assumed yet another new registration as NSU 250 in 1986.

Kenny continued: "We bought BD2 in early 2011 and it took 18 months for it to arrive in Stockport on a low-loader: we needed to wait a while before taking on any other work in order to finish off a Leyland Royal Tiger PSU coach that has the rare Duple C41F/7 bodywork. BD2 arrived in September 2012, which coincided with a visit by the Ribble Enthusiasts Club, when we took them on a run with our Guy Arab double-decker and the Royal Tiger. As BD2 was in a real state at the

time, our visitors were most surprised when we said that we intended to finish off a rebuilt within six months; which we finally achieved with time to spare in just five months by April 2013."

Kenny and Ray decided to inject a bit more enthusiasm to kick start the project by getting the Leyland engine into operation, an objective that first of all involved removing the air cleaner and squirting a quantity of diesel down the air intake to ease off the pistons in the bores. Kenny then climbed underneath and used a large screwdriver to lever the starter ring gear back and forth, which showed promise after a while. The starter motor turned out to be inoperative after being taken off and chucked into the back of the crew cab body by a previous owner.



BD2 in its working days, having just recovered a broken down coach.



Both these buses were converted into recovery vehicles. CRN 984 on the left would become BD2.



Next morning, using stilsons on the end of the crank had the desired effect, and with Darryl Kershaw, one of the helpers at the wheel, the engine fired with a mighty bang, sending Viv Harrison, one of the Belle Vue drivers, running for cover as if she was in the thick of an air-raid.

Leaving this woman's nerves aside, it was fortunate all was well with the engine, which only required the corroded injector pipes to be replaced. A new clutch assembly was also needed to revitalise the drivetrain.

After removing the Harvey Frost hand operated crane, which was repaired by some of the younger intake of Belle Vue mechanics, BD2 was hauled behind the Walsh brothers' wrecker, a Volvo N86 that they've also restored, back from the coach depot to the Walsh workshop, which is known as "The Den". This journey was accompanied by lots of drama along the way, such as a front wing being deposited on the Tarmac, followed by the vacuum tank breaking loose, and a tell-tale trail of rust marking this vehicle's five-mile passage across busy city routes.



The starting point. Note the very poor state of the rear of the chassis.



The hand cranked Harvey Frost crane would be refurbished by the Belle Vue Coach Company's apprentice mechanics.



This photo of the instrument panel shows just what a poor state the vehicle was in...



The wooden body frame was completely rebuilt using new ash and mahogany.



Engine and gearbox back where they belong.

Chassis trouble

A full stripdown revealed a catalogue of woes when the rear chassis was inspected, so much so, there was little option but to go in search of a replacement section. This was the least difficult solution even though 1950 vintage Leyland chassis frames are not exactly thick on the ground, unlike all the rust previously left in BD2's sorry wake.

The chassis had been shortened when the conversion to a breakdown tender had taken place in Ribble's workshops, and whether due to this modification or the change of use with a crane mounted on top, the section from above the differential to the rear bumper had been severely weakened, and there was no hope whatsoever of patch repairing the damage.

They contacted Eric Gravery of Bourne in Lincolnshire, who came up trumps with a spare chassis from a wrecked Leyland bus to the same design, so the rearmost section was then removed, which included the suspension mounting points. Within just a week the new

section was then grafted into position and then tack and seam welded along the join lines. Kenny added: "Nothing was too much trouble for Eric, he really helped us out!"

However, if the above sounds simple, it wasn't. It was apparent that there was no way that the body could be lifted off the chassis to accomplish the installation of the rear chassis repair section; so after a fair degree of deliberation, the engine and gearbox were removed, and all four wheels were replaced with a set of four bogies. These then permitted the bus body to be slid forward, leaving what remained of the original chassis frame on the workshop floor. With the chassis now fully exposed, the repair section could then be welded into place after the entire chassis structure had been de-rusted and repainted in red lead.

Kenny took over the responsibility for repairing the chassis, and Ray then took on the equally demanding job of rebuilding the original 1950 bus body, which included the modifications for the chariot-style recovery

body. This task involved replacing almost all of the woodwork, which he achieved to the original coach built specification in expensive, replacement oak and mahogany.

Expert advice

Making contact with someone who once worked for Ribble, and who at one time drove BD1, was a fortunate occurrence. This was Bill Livesay, who presently works for the Lancashire United bus company. Bill advised on what was needed to finish BD2 and included most helpfully sourcing a set of Ribble decals for the vehicle, as well as advising on making up a supply of paint in the traditional 'sealing wax' colour of Ribble Red. Bill also supplied a set of hubcaps and a collection of black and white and colour photographs which greatly assisted finishing off the rebuild.

Some of the items that are in the pipeline or still eagerly sought at the time of writing include a few chrome door fittings and a boss for the huge steering wheel.



The engine only needed replacement injector pipes, a service and clean up.



The interior still needs a few small items to finish it off.



Another piece of our transport history saved.

As for some details of other work, the starter motor has now been replaced with one of the original type. The radiator required a few repairs, and another major task accomplished by Chris Kershaw involved making a replacement surround for the radiator. This was necessary as attempts to remove the original transformed it into a crumbling mass of corrosion.

The rear diff housing was cracked, so this was sent away to be welded, and after refitting all the suspension, the brakes were effective once more after all the brake shoes had been relined. The master cylinder and wheel cylinders were also refurbished, and new brake lines installed to complete the most essential stage of the rebuild in view of safety concerns.

All the glass was then replaced with

toughened items by Michael Baker of Nationwide Coach and Bus Glazing.

Refitting the restored body back on to the chassis was achieved using the Belle Vue Coach Company's eight-wheel Volvo wrecker, allowing the project to pass yet another milestone towards its completion.

Reuniting the crane also called for skilful manoeuvring using the Walsh's AEC coach with the HIAB crane. The crane mountings have been strengthened with the addition of new support flitch plates to support the original frame, and a new set of lift cables are presently on order.

As shown in the accompanying photographs, the dashboard was badly pitted with deep-seated layers of rust, a situation John Hambleton of Droylsden ably rectified by stripping down the surfaces and applying layers of powder coating to the dash and surrounding areas of the cab.

Robin Churcher was responsible for the respray, with John Etchells following up with any signwriting, one of the other final jobs being repairs to the fuel tank by A1 Radiators of Stockport.

Kenny commented in summary: "Patience is the one thing that never enters the mix when we crack on with one of these restoration jobs. For example, when this old bus arrived one Friday afternoon, we managed to drive it out of the workshop by the following Monday morning. It took only a good few weeks to finish the job, as everything has to be done by tomorrow as far as we are concerned."



Completed – in only five months.

The Ribble recovery units

- BD1, Registration CRN 978, chassis number 493023 Ribble fleet number 2778.
- BD2, Registration CRN 984, chassis number 493029, Ribble fleet number 2784 (currently registered as NSU 250).
- BD3, Registration CRN 983, chassis number 493028, Ribble fleet number 2783 (presently registered as CRN 984).

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VIKING SPEARHEAD

The UK truck market opened up after mid-Sixties weight and length changes. British manufacturers had few answers. But Scania-Vabis did, and spearheaded the Continental invasion. **Ed Burrows** tells the story of a make, which this year, celebrates 50 years in Britain

Words: Ed Burrows **Photography:** Scania Archive, Niels Jansen, Keltruck, Ed Burrows



As well as an impeccable pedigree, what else does Scania share with Bentley, Bugatti, Lamborghini and Porsche? Each is a member of the Volkswagen Group – as are Audi, Seat and Skoda – and MAN.

Today, the automotive industry is more than ever about strength in numbers. The VW Group ranks third in the world in aggregate annual output. The growing industrial muscle of China and India, ever-tightening environmental legislation and the European recession has forced the pace of consolidation.

Scania has not been a total stranger to realignments, however. Having produced its first truck in 1902, in 1911 it merged with another Swedish manufacturer, Vabis. In 1969, Scania-Vabis merged with Saab, the Swedish fighter jet manufacturer. Saab's sideline in cars was sold off to General Motors in 1989 – and Saab and Scania de-merged in 1995.

In the relatively recent past, successive lock stock and barrel merger and takeover attempts of Scania respectively by compatriot Volvo and by MAN both failed. A Scania merger with Volvo was blocked by the EU. But MAN persisted, progressively ratcheting up its equity holding.

A point was reached at which MAN and its majority shareholder VW had separate shareholdings in Scania. Confused? It can't have been easy for the folks back in Sweden either. Finally, in May this year a Scania press release – with a hint of sighs of relief all round – announced that the tangled ownership structure was finally resolved, with VW controlling 90% of the shares.

Predictably, the release also indicated that intra-group cooperation would be accelerated, with new opportunities for the common use



of resources and competences. On the upside, the VW Group has a track record of platform sharing between its car brands without outwardly compromising individual identities. If that holds true for trucks, there is room for hoping that in a generation or two, Scania will still retain a degree of individuality and its products won't be reduced to being little more than badge-engineered MANs.

Oh – best not overlook the fact that MAN now controls the VW commercial vehicle side (well established in South Africa and South America, for example, with specs ranging up to GVWs of more than 50 tonnes). Chunks of the VW range use previous-generation MAN cabs and other components.

How prescient was Scania-Vabis in 1935, when it became the general agent in Sweden for Volkswagen cars?

SWEDISH RIVALRY

While the outcome of years of corporate machinations inevitably calls into question Scania's future latitude for genuine innovation, the Germans should take a cue from Scania's history.

The cut and thrust of decades of intense competition with Volvo has been to the evolutionary advantage of both makes, and helps to explain why a country of only eight million people has exerted such a strong grip on global truck markets. Their intense rivalry – and the particular demands of Swedish winter conditions – has kept each on its toes.

Given the small size of Sweden's manufacturing sector in overall terms, there has naturally been a degree of cross-fertilisation through engineering and other personnel switching between Scania and Volvo, to mutual benefit.



LEFT: Owned by Ray Hingley of Hingley Transport, LGK 3D was the first Scania-Vabis in Britain. In 50 years and more than a million miles, its 225bhp has never been touched.

RIGHT: The first Vabis appeared in 1902. It was good for 12kph with 1.5 tonnes on board.

TOP RIGHT: The first Scania was produced in 1902, with a two-cylinder, 12hp petrol engine and a load capacity of 1.5 tonnes.



This 1914 type CLC with what looks like an adapted horse wagon trailer must have been one of the world's first artics.



Fancy a convertible? Great cabs are a Scania tradition, as this mid-Twenties 2.5 tonne tipper illustrates.



A compact little 3.5 tonne chain-drive six-wheeler from 1924. By this time Scania-Vabis was fitting double-reduction axles.

As far back as the 1960s, Scania-Vabis placed strategic emphasis on R&D and in the years since activity has been sustained and expanded. Go back four decades and how many British manufacturers made R&D a strategic imperative, or even had a dedicated R&D setup? Probably Leyland, but that's likely to be it.

It is pertinent to have a jibe at the British way of doing – or rather not doing – things. Scania, founded in 1900, initially made bicycles under licence from Humber, a British manufacturer that at the time had a pre-eminent reputation for quality.

Subsequently part of the Rootes Group, Humber developed as a car and military vehicle manufacturer. A shadow of its former self when the name disappeared in the 1970s, the sole product was essentially a badge-engineered Hillman saloon. Now you know why Scania's Griffin emblem incorporates the shape of a bicycle sprocket. It pays tribute to Humber.

THE BEGINNINGS

Vabis was founded in 1891 and manufactured wheels and railway wagons. Like Scania, it built its first truck in 1902. At the time, there were only about 50 motor vehicles in Sweden. The two businesses merged in 1911. During the 1920s, trucks (and buses) became the focus and other activities gradually fell by the wayside.

Vabis disappeared from the name in 1968, following the company's merger with Saab to form Saab-Scania. By this time, Scania-Vabis had begun exporting trucks to the UK. In doing so, the sophistication of its products exposed the stasis around the boardroom tables of Britain's hitherto dominant manufacturers of heavies.

The earliest Scania trucks had two-cylinder, 12hp engines and carried a 1.5 tonne payload. Their Vabis counterparts produced 9hp, a fraction of today's range topping 730bhp.

During the 1920s, petrol engines between 2.5 and nine litres were coupled to four-speed gearboxes with 'underdrive' to cope with snow and ice conditions. Pneumatic tyres were taking over from solid rubber, and chain drive finally disappeared in 1927.

Fuel efficiency was a Scania priority even in those days, as was the concept of modularity. The focus of engine development was on fuel options that matched whatever might be most conveniently available to an operator.

Thus different compression ratios made possible by alternative pistons enabled engines



Living legend: a Scania 141 V8 complete with trailer, restored in the livery of Astran, the Kent-based pioneer of overland long-haul to the Middle East.



By 1930, Scania-Vabis was building artic tractors with 100 bhp with a three-tonne rated payload capacity.



Down South America way: Scania-Vabis began building trucks in Brazil in 1962 and in Argentina in 1977.



The long bonnet of this Scania-Vabis 10-tonner of 1941 houses a straight-eight. The tank behind the cab indicates it ran on producer gas.

to run on petrol, 100% ethanol or petrol-ethanol mix (given the EUSSR's recent retreat from its wider anti-petrol, pro-diesel mindset, maybe the VW Group should get Scania to blow the dust off its old petrol-ethanol engine development records).

ENGINE DEVELOPMENT

Dual-fuel took another step forward with the availability, from the late 1920s until well into the 1930s, of a carburettor engine system designed by Swedish inventor Jonas Hesselman. This allowed the use of either petrol or diesel oil (which was half the price). Hesselman-type engines were able to cut running costs, but there were drawbacks.

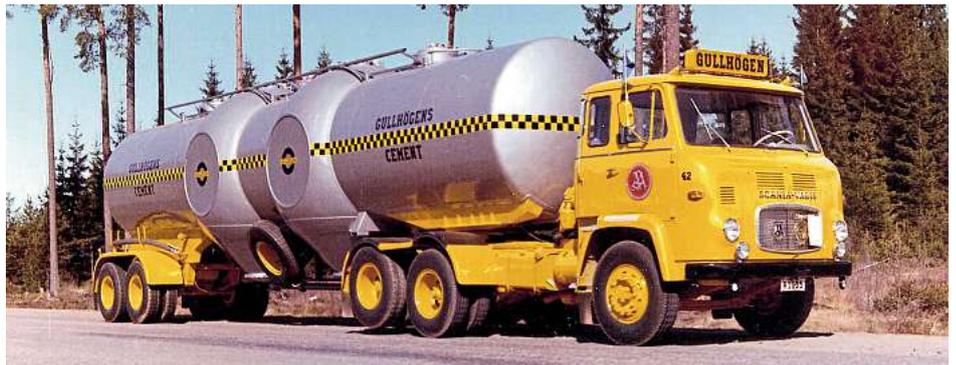
These did not sit well with the Scania-Vabis desire to produce vehicles with an emphasis on reduced maintenance and greater operator convenience. Hesselman units needed to be run hard to keep at their most efficient working temperature and required frequent spark plug replacement.

As diesel fuel became more widely available, Scania responded by building its first diesel engine, introduced in 1936. A pre-combustion design with a seven-bearing crankshaft, this 8.5 litre 'six' developed 120bhp. Also available were 140bhp 75% petrol/25% ethanol and 115bhp Hesselman derivatives, choices that demonstrate a market savvy that has continued to be a Scania hallmark.

In 1939, Scania-Vabis launched a four-, six- and eight-cylinder engine family available in both carburettor and diesel variants. These took the company's modular thinking to the next level, with component rationalisation covering cylinder heads, piston, connecting rods, bearings and exhaust systems.

The Scania-Vabis approach, and resultant ease of parts availability, was much appreciated by operators at a time when truck dealer service departments were largely a thing of the future and DIY maintenance was the norm.

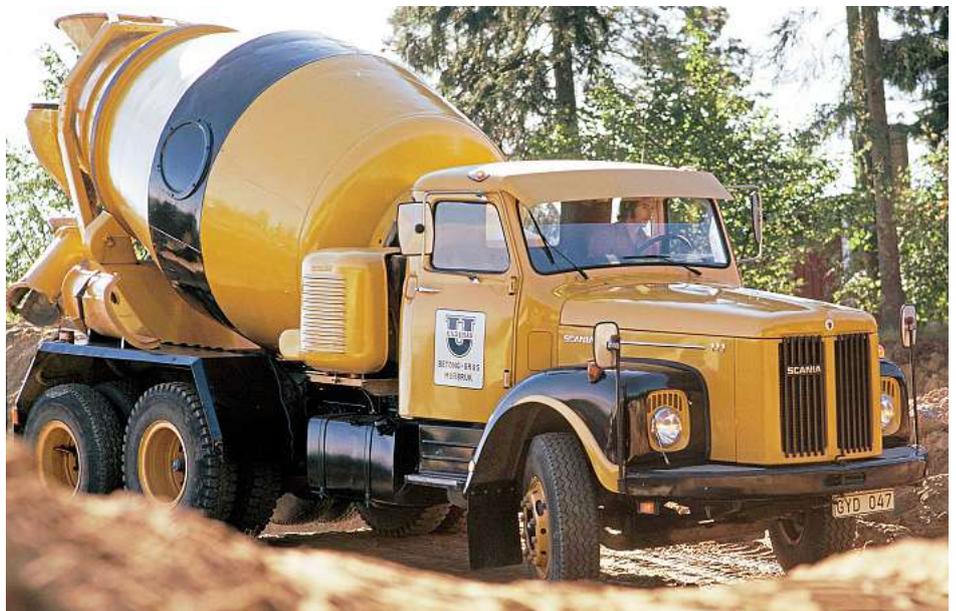
Scania-Vabis trucks during this period were two- and three-axle rigids of up to 10 tonnes payload, together with the first generation of two-axle articulated tractors. Although the first Scania-Vabis forward-control truck – with three axles – appeared in the early 1930s, 'bonneted' was the standard and remained so until the emergence of the LB76 in 1963.



The LB76 was part of the line-up launched in 1963, when Scania-Vabis moved into the forward-control market after switching exclusively to bonneted trucks a quarter of a century previously.



A Brazilian L111 with the extended cab option. Trucks with this generation of cab sheet metal were produced until the Seventies.



This LS111 dates from 1974, by which time Scania 'sixes' were available with outputs in the 300bhp range.



Drawbar R124 4x2s with 360bhp power units in Argentina in 1999. For a real taste of Scania trucking in Argentina, catch the 2011 movie *Las Acacias*.



Hauling timber, mountain passes, graded dirt: Scania's such as this R144 Austrian timber hauler relish conditions far removed from distribution drops up the M6.



Dirt roads are not uncommon in Sweden either: an R144 GA 6x4 tractor operating in South Africa in 1998.

Towards the end of the Second World War, during which, Sweden's neutrality meant that its truck industry evolved in relative isolation, the two-axle L11 bonneted model appeared, with noticeably neat and tidy styling.

The early postwar models had payload ratings of between five and 10 tonnes – even as late as 1950, not a single truck was registered in Sweden with a capacity above 10 tonnes. The Scania-Vabis 10 tonner of the period, available as a 6x2, had an 8.5-litre, six-cylinder 150bhp diesel. The company's straight-eight was most commonly installed in its bus chassis.

IMPROVED FUEL ECONOMY

The L51 light trucks range arrived in 1953. The L/LS71 series was introduced the following year. By this point, Scania-Vabis products benefited from a switch from pre-combustion diesels to direct fuel injection.

This produced a 20% improvement in fuel economy. By this time, five-speed synchromesh gearboxes had also become standard.

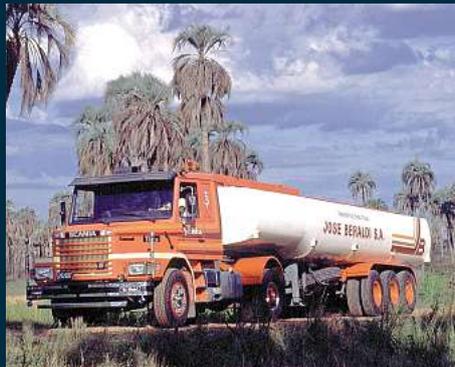
As the 1950s progressed, gross weights grew to 17-18 tonnes, and by the end of the decade the LT75 – the first Scania-Vabis series-production 6x4 – operated at 22 tonnes with a tandem rear bogie. The L75 and L55 series trucks introduced in 1958 used the same cab as their predecessors but the front wings had faired-in headlights.



New in 1995, Leanne Booth's restored 493bhp V8 engine classic was the first factory-built 8x4 143EL heavy haulage tractor imported into the UK. Rated gross combination weight is 180 tonnes.



The LBS140, with a 14-litre V8 turbodiesel producing 350bhp, was the most powerful volume-built truck in Europe when it debuted in 1969.



A T113 4x2 tractor with tank semi-trailer operating in El Palmar, Entre Rios, Argentina in the mid-1990s.



Making light work of it in Tunisia, an R113 4x2 tractor, circa late 1980s.

Engine design had moved on, and at the upper end comprised six-cylinder units of up to 10 litres. Turbocharging became a standard option from 1961. Enlarged to 11 litres capacity in 1963 and delivering 205bhp in naturally aspirated form, these engines remained in production for many years and gave Scania-Vabis a crucial competitive advantage. By 1967, the turbocharged 11 litre was giving 275bhp.

The Scania-Vabis L/LS/LT75s were classics in every sense, and remained in production largely unaltered for 22 years until the lighter-end L50 model went out of production in 1980. As this bears out, change more or less for the sake of fashion has not been part of Scania's thinking. Underlining this, intervals between major cab/front end sheetmetal changes have averaged around 15 years. The attitude is, if you've got a good thing, stick with it.

And sticking with it as far as bonneted trucks are concerned is precisely what Scania did until 2005, when the last of the line, the T-series, was withdrawn from production.

Sandwiched between the now-discontinued T-series – introduced in 1995 – and the L models was the T generation launched in 1972, a design that shared cab pressings with the corresponding forward control specifications.

The cab, being full-width, had a more spacious driver environment than contemporary North American conventionals. Thanks to Scania's longstanding commitment to crash safety, driver comfort and the application of ergonomics to controls and instrumentation, from the 1950s onwards, the cabs of its bonneted trucks were perhaps more sophisticated than equivalents from any other volume heavy truck builder.

For diehards, a truck with the engine under a hood in front of the cab is a proper truck. Outside North America and Australasia, the layout has been killed off by misguided length legislation restrictions and load space productivity factors.

When the finale came for bonneted Scania in 2005, global sales had dwindled to less than 1000 units annually, with Europe slumping by 50% and Latin America by 90% over the passage of a decade.

THE LAST OF THE LINE

The final T-series marked Scania out as the last manufacturer of this type of truck in Europe. But nobody could accuse the company of not going out in style.

With the T-series being the last European normal control heavies, at the STGO heavy haulage specials end of the market in particular, it won't be surprising to see T-series Scania's earning a living for many years to come, rebuilt and up-spec'd as necessary.

In the early Sixties, marketplace realities caused Scania-Vabis to broaden and diversify its line-up to include forward-control trucks – having previously discarded this layout in 1939. The result was the distinctively styled LB76, which made its debut in 1963.

Niceties included power steering, double reduction drive and a sleeper cab option. The range extended from a baseline 11-tonner to a tractor with a 40-tonne GCW rating.

As events were to prove, the company had engineered a winner. Indeed, confidence in the potential of its first forward-control model in almost a quarter of a century was such that, only a year or so after the LB76's introduction, Scania-Vabis set up shop in Great Britain.

The venture was helped by tariff reductions by EFTA (the European Free Trade Association). EFTA comprised seven countries including Sweden and the UK, not at that time members of EU, which existed at that time as the European Common Market.



There's no business like snow business for big Swedes like this R144 LA Topline long hauler, which obviously has a firm grip of the conditions.



T-series normal-control Scania's went out of production in 2005. This 470bhp T124 was photographed in Germany in 2002.

Manufacturer's history

In 1968 Scania launched the tilt-cab LB110, rated at 16 tonnes GVW in rigid truck spec. That it still looks contemporary today is indicative of how far ahead of the game the company was.

The driver environment was state-of-the-art. The 11-litre turbo 'six' was now giving 285bhp, and was mated with five- or 10-speed gearboxes and an air-servo clutch. Chassis frames and braking systems were commensurate with power and load capacities – and they were ready to for Scania's next leap forward, which came only one year later.

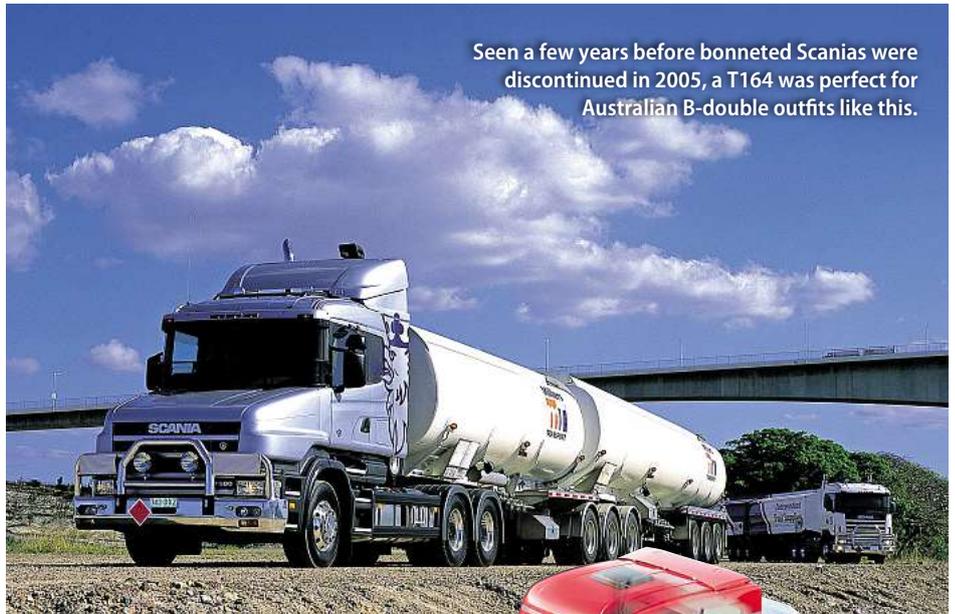
THE V8

With an output of 350bhp, Scania's all-new 14-litre DS14 V8 turbodiesel of 1969 was the most powerful truck engine in Europe. It encapsulated all the Scania virtues. By the time the 1100lb-ft/375bhp higher torque and power output development appeared in 1977, it had become a legend.

Low speed and high tractive effort was the formula for exceptional fuel economy, long service life and extended maintenance intervals. The stage was set for the 2-series evolution of 1980, the 3-series of 1988 and the 4-series Scania's of 1995 – and the next generation of V8s, now of 16 litres, introduced in 2000.

Today, Scania operates in more than 100 countries and employs around 37,000 people. Its manufacturing and assembly plants produce trucks with gross vehicle weights of 16 tonnes-plus in Sweden and 11 other countries including Russia, Poland, Argentina and Brazil.

In the UK, it has been a case of from small beginnings. The operation set up at the end of 1964 initially sold engines (Scania's activities include industrial and marine engines as well as trucks and buses). The timing was perfect. UK manufacturers were slow to get their heads round the 1964 Construction & Use Regulations.



Seen a few years before bonneted Scania's were discontinued in 2005, a T164 was perfect for Australian B-double outfits like this.



Today's Scania range-topper is the 730bhp R730 8x4 heavy haulage tractor. Rated gross combination weight is 250 tonnes.

These raised the maximum weight for rigs from 22 to 28 tonnes and permitted 32 tonne/13m artics (that of course was too short to accommodate the 40ft ISO containers that were beginning to come into use and revolutionise all aspects of freight movement, from ships to docks, trucks and infrastructure. In response, in 1968 the UK length limit for artics was raised again, to 15m).

The first LB76 30H Supers were imported in 1967. They were preceded, in 1965, by a demonstrator, registration LGK 3D. This actual vehicle has been conserved for posterity by Ray Hingley of specialist steel haulier Hingley Transport.

Not only is Ray Hingley the proud owner of UK Scania Number One – Hingley Transport also owns Golden Griffin Number One, the first of 50 special limited-edition 730bhp flagships delivered to operators to mark

Scania's half century in Britain. LGK 3D – now named 'Swedish Ancestor' – was restored with the help of Keltruck. Scania dealer Keltruck also supplied Hingley Transport's Golden Griffin. No doubt this too is destined to become a collector's piece.

Hingley Transport's UK Scania 50th anniversary Golden Griffin Number One, seen here with Ray Hingley's LB76, the first ever Scania in Britain.



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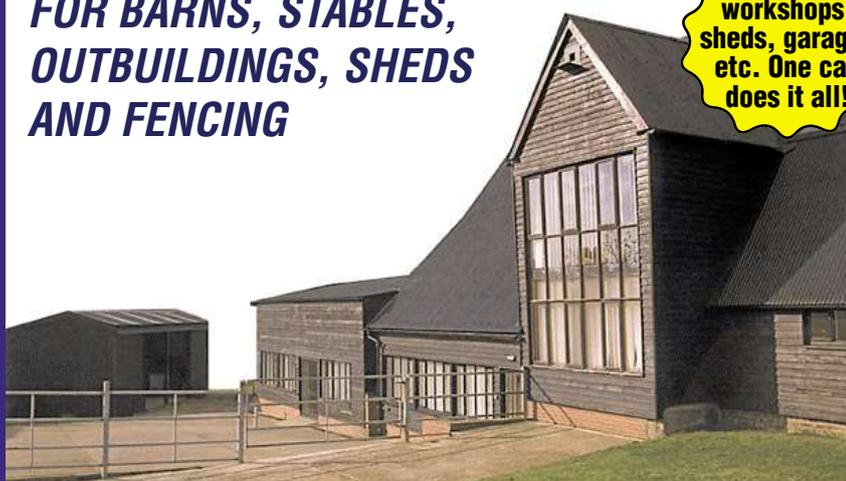


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Archer's Transport of Middleton in Staffs made its name with forklift transport but it also had a fleet of tippers. Most of its vehicles were Fodens and all in this smart cream and scarlet livery. Its Haulmaster was captured in April 1988 in Birmingham city centre. Archers now major on a fleet of heavy Scania's.



From Castlemorton, Worcestershire, this Rolls-powered tipper belonging to G Weaver and Sons was pictured heading towards Newent in Gloucestershire. This was in May 1987 while I was on holiday in the area.



Tilcon used quite a few Fodens on cement and concrete duties. This powder tanker was taken on the M6 in the late Eighties and plenty of Haulmaster tippers were in the fleet countrywide.



R G Bassett and Sons of Stoke has always had a healthy interest in Fodens among its extensive fleet over the years. This very clean Haulmaster was photographed at speed on the M6 at Witton in Birmingham in September 1990.



MASTER OF TIPPING

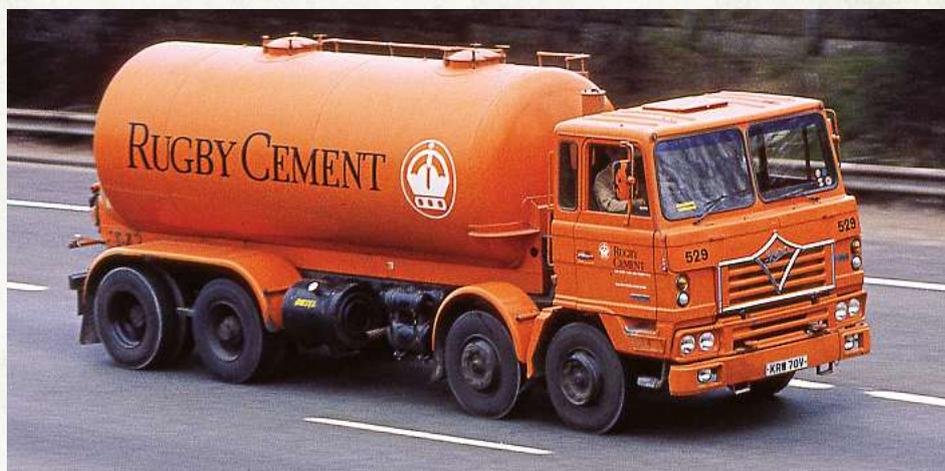
We look back on the working history of the Foden Haulmaster rigid six- and eight-wheeler.

Foden has always been noted for its eight-wheeled lorries over the years. They always seem to carry out their tasks with competence, qualities reinforced throughout the range right up to when Foden finally closed its doors.

Back in the late Seventies, a successor to the established but ageing S80 cabled range was needed. The S83 model was the last of the Foden six- and eight-wheeled rigid line and though successful, they were very dated machines. Usually powered by a Gardner 180 diesel, these reliable old plodders were being overtaken by more powerful and sophisticated designs.

During the mid-Seventies period, Foden lost just over a million pounds as it sought to repay a loan for new investment in plant and equipment. However, a timely order of £10 million worth of military vehicles was won and by 1977, the concern was making a modest profit, but general sales were well down against its rivals. Foden's policy of producing many of its components in-house was laudable but things had to change to keep the company financially buoyant.

At the end of 1977 the new fruits of the investment emerged in the form of the Fleetmaster tractor units and the subject of this article, the Haulmaster six- and eight-wheeled rigids.



Rugby Cement had always been big ERF and Foden users. This Haulmaster cement tanker was panned carefully to get it on film in low light on the M6 in April 1987.



From Coleford in the Forest of Dean, this well-worked tipper was owned by VWC Watkins and was captured on the A40 between Gloucester and Ross-on-Wye in August 1989.



Early one morning in January 1989 I ventured out to a Walsall ring road to take lorry pictures in the rush hour. I was using 50 ISO slide film which reacts slowly to light for this shot and I felt very self-conscious taking the shots, but getting a Gardner-powered Tarmac Haulmaster with lights on was worth it.



Now operators of DAF CF and MAN articulated tippers, James Booth of Bolton used to run quite a few Fodens in both rigid and artic form. The slogan used to be 'for cheerful service' which was a nice touch. This was taken in May 1989 on the A5 before the erection of crash barriers ruined my later shots.

HANDSOME BEAST

Originally these were based on steel S90 cabs made by Motor Panels but in 1978 the new Foden S10 cabs were launched made of glass reinforced plastic over a tubular steel frame. The cabs were significantly lighter with a 3cwt (around 150kg) weight saving, which helped with payload while also meeting stringent EEC strength directives.

The earlier S81/83, with its angular and rather kooky styling (which we looked at in the December 2012 issue), was now superseded by not only a more handsome cab, but also the new Haulmaster sported more sophisticated underpinnings. The S10 cab had a split screen like its predecessor but now had much wider doors for better entry that was a boon for multi-drop tipper operators.

Servicing was aided by a one-man 65° tilt mechanism with a safety lock. Inside were better trim and seats than older models and an adjustable steering column, laminated tinted glass and improved electrics.



Based in Wednesbury, Whitehouse Bros used Leyland Bison and Volvo F7 models in the main for tipper duties, but I managed to get this lone Haulmaster called 'Lady Dorothy' at work in the middle of Perry Barr park in north Birmingham in July 1986.



North of Walsall in a district called Bloxwich is a fairly large scrap metal merchants called Hodsons. It has used ERFs over the years but an equal number of Fodens, most of which had roll-on/roll-off bodies like this Haulmaster taken in June 1990.





I was cycling down an incline in Walsall Wood in May 1989 when I spied a Haulmaster. It was worth braking and turning back, whipping out my camera for a quick snap to get this Foden, appropriately run by Haulmasters Ltd of Birmingham.

Sutcliffe General Carriers of Bilston in the Black Country used a few Fodens and replaced its ageing S81 and S83 models with Haulmasters. Seddon Atkinson 400s and Scammell Routeman tippers were also in use in 1990 when this one belonging to 'Cliff' was taken.



From Burton Leonard near Harrogate in North Yorks, Alfred Hymas has always run a large mixed fleet of rigid and artic tippers. The usual suspects from foreign manufacturers like Renault and Volvo etc., feature in the fleet now. At one time, many Fodens resided in the company's other yard in the city of Ripon, like this Haulmaster called 'George' seen here around 1984.



From Shenstone in Staffs, BR Whorton has used some strange commercials including the rare Quest 80, a four-wheeled truck built in Telford and destined for export. However, here is a nice conventional Gardner-powered Foden, one of a few Haulmasters in the fleet, tackling a Walsall roundabout in October 1992.

Transport heritage

For this feature we're concentrating pictorially on the eight-wheeler, but the six-wheel version was available in three wheelbases with Foden's own double-drive bogie with low maintenance rubber suspension. The rigid eight had this as an option with a tapered leaf rear suspension arrangement as standard. The rubber made for a softer, quieter ride and the increased shock absorbency was not only better for the driver but also potentially extended the life of any fitted bodywork, be it tanker, tipper or block pave carriers.

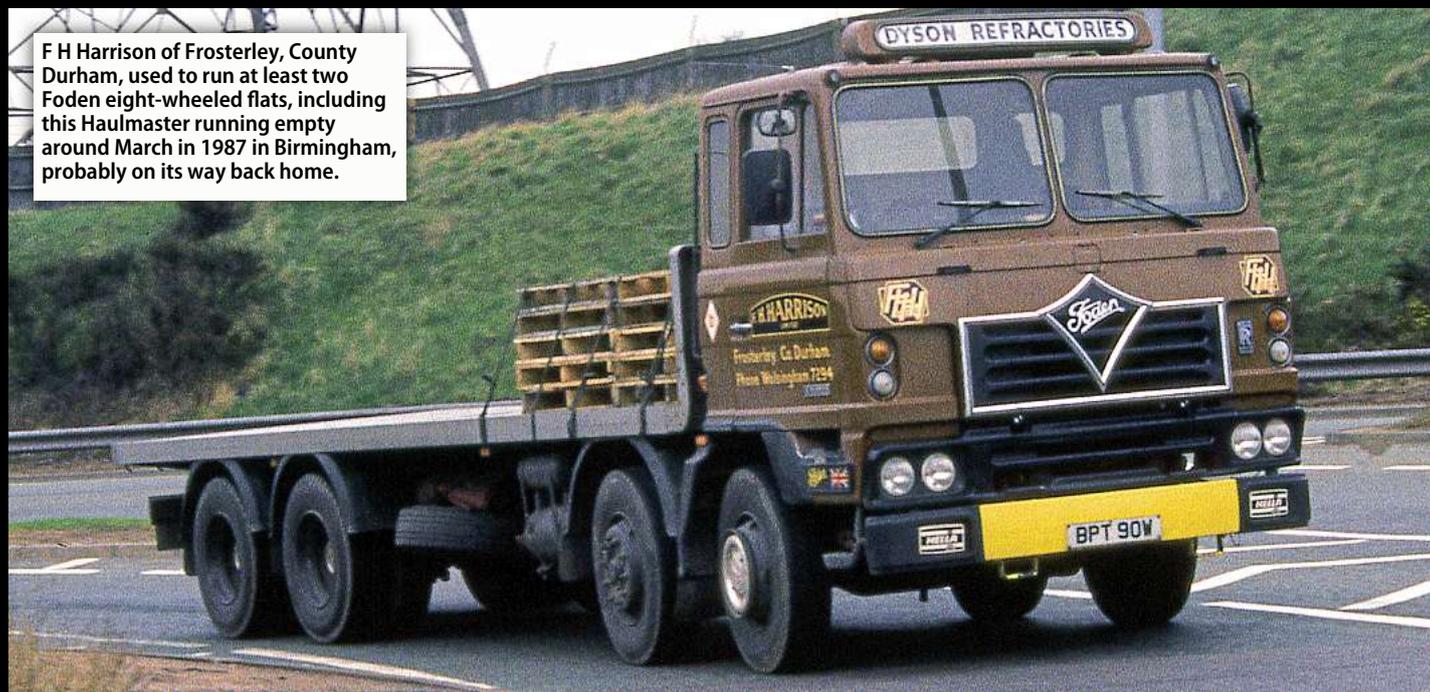
So with its twin headlamps ablaze ready for an early morning start, how would the new Haulmaster perform? By all accounts, very well. Productivity was increased with a Gardner 6LXC of 201bhp and a pair of Rolls-Royce engines on offer; either the Eagle 265L or 290L models with power figures to match their designation. These were coupled to a Foden eight-speed range change gearbox (though Fuller nine-speed boxes were fitted to some later Rolls engines) and twin plate clutches, Lipe for the Gardner and Spicer on the Rolls engines, while power was fed to Foden single reduction final drive axles. The payload was just over 21 tons depending on the bodywork fitted, compared to a typical Scania 10 years later that carried almost two tons less. Progress?

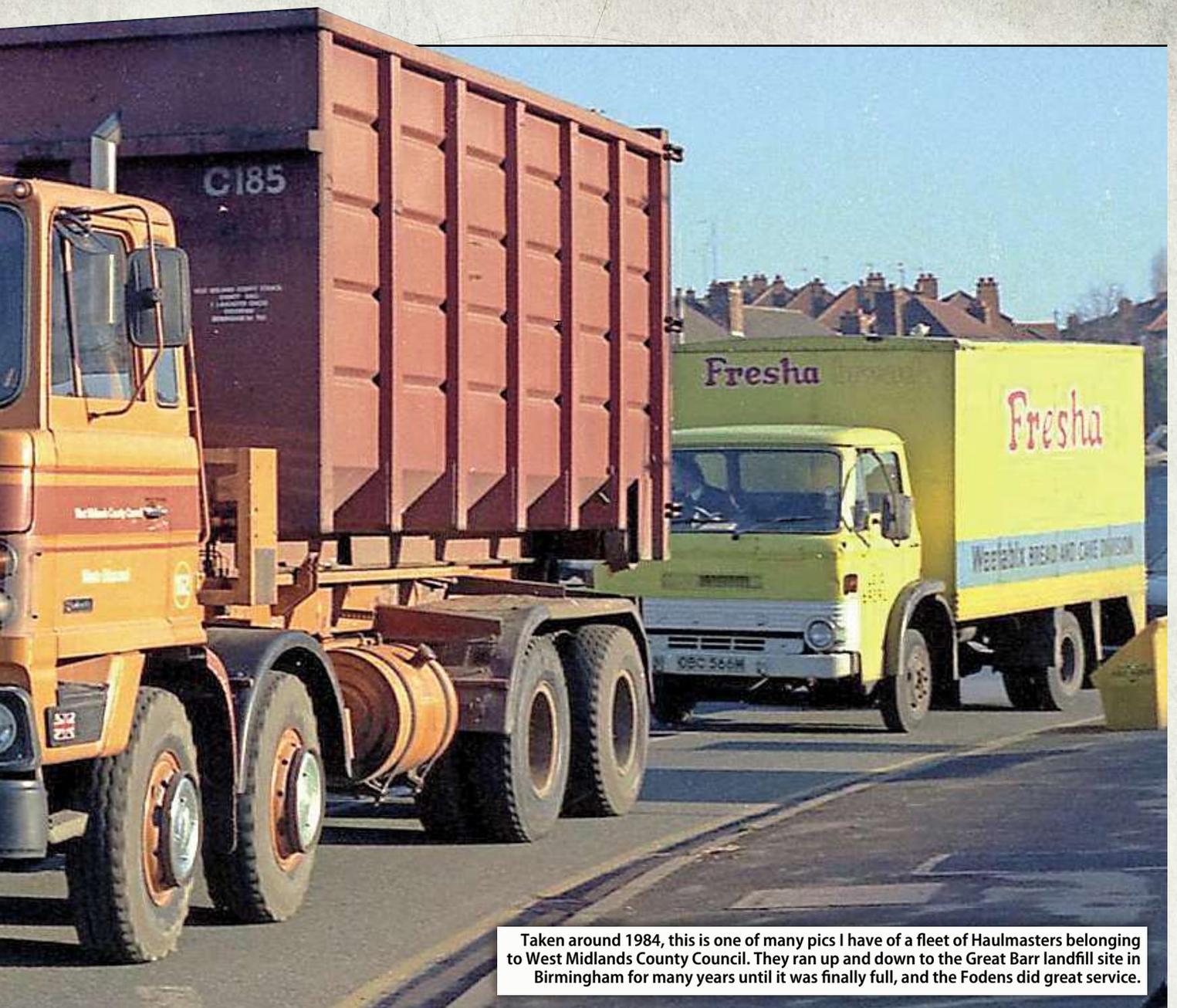
Problems with incorrect radiator cores occurred on some early models which were swiftly corrected by Foden. The Haulmaster generally gave good service and I remember seeing a number of them toiling on a daily basis to and from a landfill site until their paint faded over a period of many years.

The S10 Mk1 and Mk2 cabs used on both the Fleetmaster tractor and Haulmaster rigids lasted from 1978 to 1983 in this form, but later developments of the S10 cab were to follow which we'll look at later.



F H Harrison of Frosterley, County Durham, used to run at least two Foden eight-wheeled flats, including this Haulmaster running empty around March in 1987 in Birmingham, probably on its way back home.





Taken around 1984, this is one of many pics I have of a fleet of Haulmasters belonging to West Midlands County Council. They ran up and down to the Great Barr landfill site in Birmingham for many years until it was finally full, and the Fodens did great service.



Frizell of Crewe now use Scania and Volvo eight-wheeled tippers, but on June 31, 1993, this 1979 Haulmaster was in the fleet with around 20 tons of spoil on the back.



A R Rudge was based at Norton Canes in Staffs and used a small fleet of tippers in this grey and red livery. The Haulmaster was captured locally in June 1990.



Based in Birmingham, Bardsley's Transport used a couple of Haulmasters and later progressed on to a Foden 4000 series tipper. This example was photographed in May 1990.

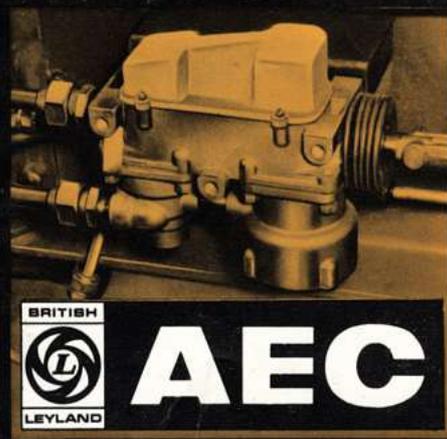
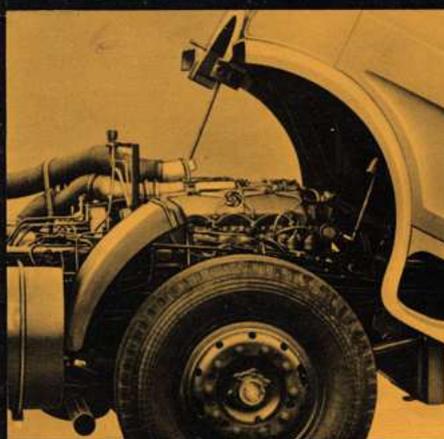
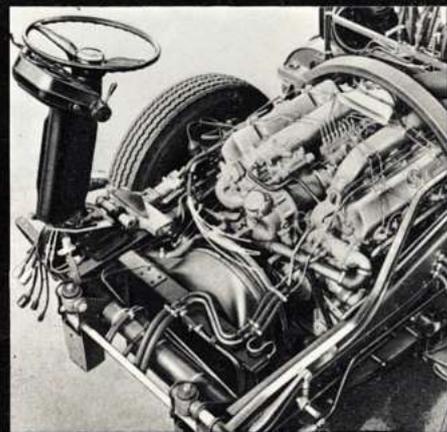
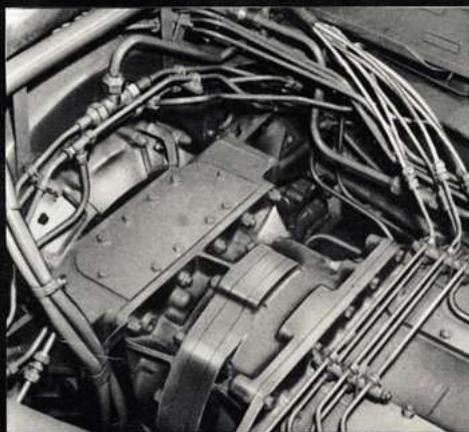
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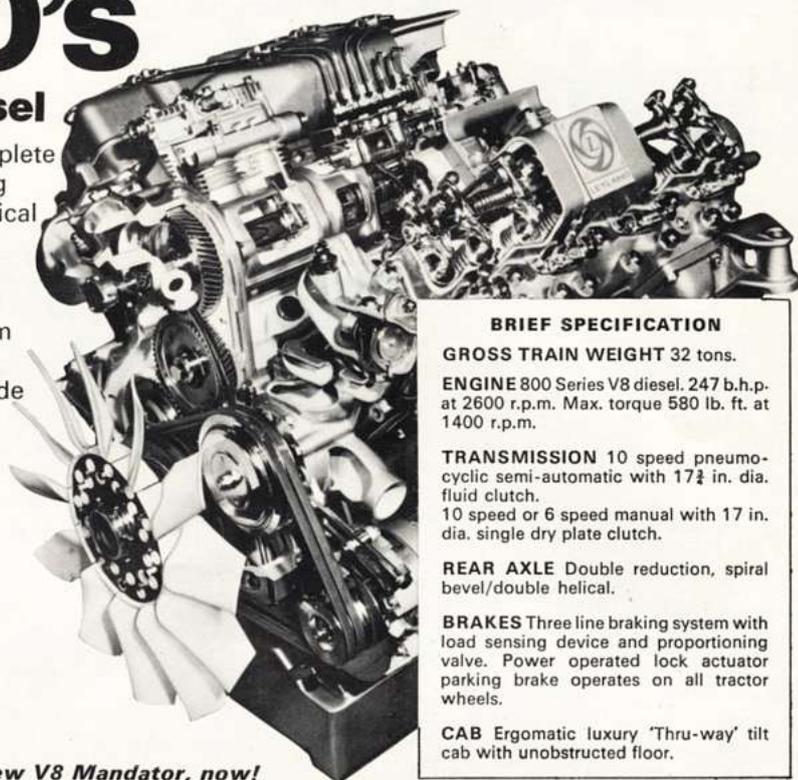
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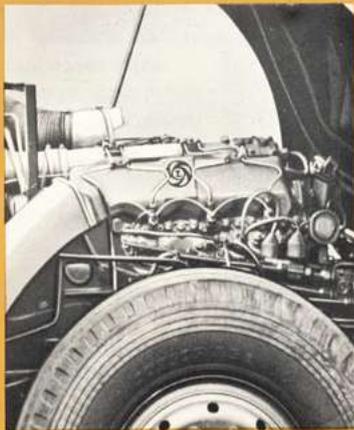
Practical contributions to greater safety in the 70's.

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The latest development in 2-pedal control. 10 speed, semi-automatic transmission – gives better acceleration, improved economy, greater engine life. Clutch free shifting saves 60 lb. driver effort on every gear change. For those requiring manual transmission there is a choice of 10 or 6 speed units.

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Safety, Performance for the 70's



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Strength to spare from a lightly stressed 247 h.p. (580 lb. ft. torque) 800 series V8 diesel. Low down torque for fast getaways. Sustained torque for high speed cruising. Packed with long life qualities – short stroke design, nitrided crankshaft, austenitic valve seats, stellite faced valves, dry liners.

Practical V power – proven on the roads of the world.



Thru-way Ergomatic cab

New standards of driver environment bring increased productivity and greater safety through improved comfort and alertness. Greater space in the Thru-way cab – no engine hump, noise or heat, improved luxury seating, wrap-round heating/ventilation, all-round visibility

Practical developments of the universally acclaimed Ergomatic cab.

V8 MANDATOR



AEC

THREE for the price of one

When Bedford Machinery Ltd comes to town the company bring three superb pieces of heritage all in one. Not content with a fabulous restoration to a 1965 Scammell Highwayman, Nick Bedford has added a 1968 Taskers Little Giant low loader plus a period style of living van to create a head turning combination. **Bob Tuck** marvels at the talents of this self-taught painter and decorator.

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



Nick says he put the 'limited' bit on his title as he is limited by space and finance!



How the lorry would have appeared in its working days. This is one of the same batch of Scammells new to Shell Mex-BP in 1965. Photo PM Photography.



To earn a crust, Lincolnshire-based Nick Bedford carries on the self employed trade of painter and decorator. And while we cannot vouch in the slightest to the standard of how he might hang wallpaper, what we can say – without reservation – is that if the quality of his Scammell Highwayman low loader outfit is any guide, then Nick must be an ideal guy to decorate your home.

We've seen many restored Scammell Highwayman outfits in our time but hand on heart this is one of the finest we have encountered. As from tip to toe – all 42ft 6in long of it – Nick's entire outfit illustrates the highest expertise of creative/restoration talent you could ask for.

We are lucky in the UK in that there are of course huge numbers of finely restored vehicles currently on the preservation scene. But what makes Nick's outfit that bit special is that the man himself virtually did all of it himself – in his shed at home. Yes, it's a big shed – and it did take a while to achieve – but Nick is a guy who has no connections or training whatsoever in the mechanised world. And while he says he's something of a slow learner, what he's done can teach anyone the joys of being meticulous and persevering with the task in hand.

BERKHAMSTED BOY

For the last 15 years Nick has lived in the sunny rural Wolds of Lincolnshire but he was brought up in the Hertfordshire town of Berkhamsted which he tells us – with a smile – is fairly close to Watford. In fairness, in his early days Nick had little thoughts of Scammells although in 1970, when still in his mid teens, he bought himself a Fordson Major tractor. For the investment of only £30, Nick began attending rallies and events and he loved it: "I just liked the free and easy set-up

back then of impromptu events whether it was cars, motorbikes or whatever."

On leaving school, he first worked as a gardener before getting a job in a museum. His father Tony was a painter and decorator and his great grandfather was apparently a coach painter, so the genes' may have had some influence that this was the type of job he eventually ended up doing.

As a hobby, Nick's interest was anything old: "I like archaic," he admits so in 1988, he took on his first major restoration work when he bought a 1952 Unipower Hannibal 4x4 timber tractor: "I just loved the shape of them," he said.

Nick describes his new purchase as: "rough," as apparently it had been laid in the yard of an Amptill timber merchant for 22 years waiting to be fully restored.



Nick Bedford is a painter and decorator by trade and has no formal engineering training.



Above: CYK 601C when it was in service with Hall's Fun Fair. Photo PM Photography.



Right: The lorry at a Scammell gathering at the Bass Brewery in Burton-on-Trent in April 1991 fitted with an Atlas crane and lifting a modern beer barrel.



The Scammell as purchased by Nick, and the five-year restoration gets started. Photo Nick Bedford.



The lorry was totally stripped and rebuilt, with Nick learning the required skill as he went along.

Five years of his life went into putting this vehicle back into good order and there's a great story to be told on this project at another time.

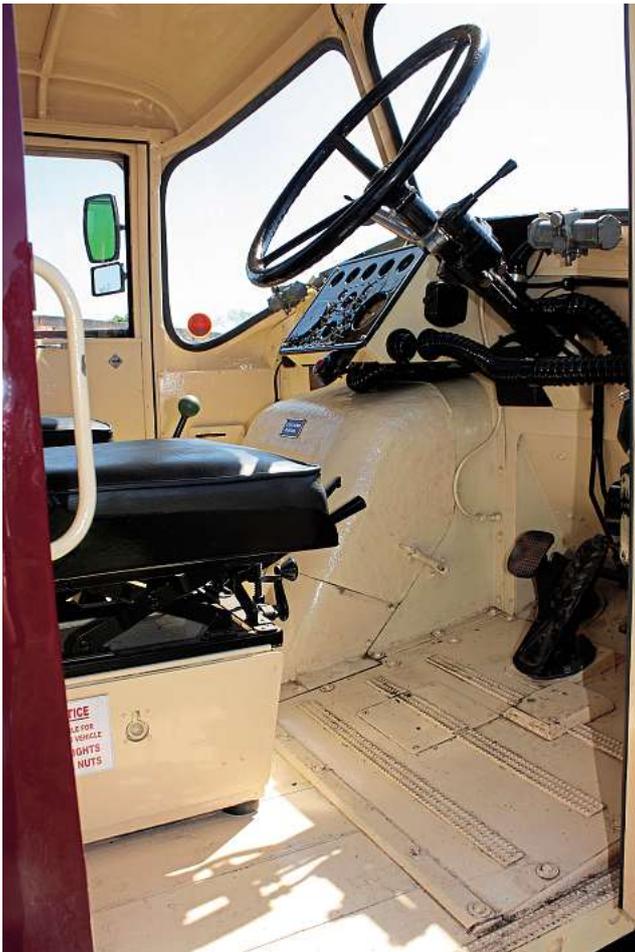
With a cruising speed of 30mph, the Unipower wasn't that quick but for five years it did the annual return run to the famous Dorset steam fair: "The Gardner 5LW engine is very economical," he said, "as I'd get 22mpg when going to Stourpaine."

In the late 90s, Nick bought himself NMJ 19H, an Ergomatic cab'd 6x4 AEC Mammoth Major 65 tonner. This was a bit big even without a semi-trailer and in the search of something smaller, Nick got into conversation with friend Phil Cherry who said he might have just the thing for him: "He told me the Highwayman was a bit of a mess but I thought it was worth a look." And of course, our man decided to buy it.

SHELL LOVED SCAMMELL

One thing Scammell devotees around the world are thankful for is that in days of old, the petrol companies just loved to buy the Scammell product. Like most own account concerns, this meant the vehicles were well looked after and once sold on, an extended working life could be guaranteed – often with showmen. No wonder so many of these ended up in the preservation world.

Scammell archivist George Baker says that the Highwayman CYK 601C – with 10ft wheelbase – drove out of the Watford gates on May 31, 1965 and was one of a consecutive batch of 78 identical 24-ton gross, four-axle artic tankers. All of these were coupled to six compartment 4000 gallon spirit carrying tank semi-trailers. Many of the Shell outfits of old were fitted with the Gardner engine but Nick's example has the Leyland 680 Power Plus that was originally rated to produce 210bhp: "I gather that Shell had problems with this engine overheating round part of the cylinder head," he said, "so



We love the cab interior. The colour is 'County Cream'.

Nick actually had to make two of these handles to hold the side panels on.

to cure that, they down rated it to 185bhp.”

Nick has tried to reconstruct its early history with Shell Mex-BP Ltd and thinks it may have been involved in a substantial accident: “When I got into the restoration, I noticed that one of the mud wings had been replaced and there was a gouge down the radiator. I gathered that prior to leaving Shell it had been converted into a recovery vehicle for them, as the original rear axle had also been changed into one with a lower ratio. All this suggests it had a bump but was then rebuilt for recovery work.”

By the mid 1970s, the Scammell had been sold on and was to end up in the showman's circuit: “It was bought by Halls Amusements of Belper,” said Nick, “who added a ballast box to the back of it which housed a generator powered by a Gardner 5LW engine.”

Nick's research found that his Scammell normally pulled three trailers – all at the same time: “A Speedway; a living van and a small trailer housing a train ride. And I also found that as they regularly travelled to Ingoldmells (on the Lincolnshire coast north of Skegness) the Scammell would have actually driven down the A158 right outside my house.”

It would be a few years before the Highwayman took up residence with Nick as it was to pass to Arthur Reeder of Chilwell in Nottinghamshire (in November 1977); then Keith Emmett in Milton Keynes; Roses Amusements at Aylesbury and one or two others. Used for a variety of roles – in a variety

of colours – it eventually had its ballast box removed as an Atlas Crane was fitted in its place: “I think the crane was used to build up various showman's rides,” said Nick.

By 2002, it had passed to Phil Cherry of Bicester. Time was eventually catching up with it and while the Leyland engine would run, it wasn't really roadworthy as it didn't have things like doors. Many people might have walked away from it, but Nick thought it was worth saving and what a wonderful job he did – even though it took him five years to achieve.

DOWN TO THE CHASSIS RAILS

Nick knew there was only one way to restore this Scammell and it was to pull it to bits and start from the chassis rails up. Even the engine – which sounded beautiful – hid some gremlins: “I decided to take the sump off and discovered a couple of pieces of metal which had broken away inside.” While Nick could have looked for a replacement engine, he decided on a rebuild and in total £3000 was spent on parts with new pistons fitted and a re-machined crankshaft involved. Of course a new clutch, starter motor and dynamo went on while brakes and tyres were also replaced.

The rear axle was also changed: “The one that was fitted had the 11.28:1 ratio that would only give a road speed of about 30mph. I sourced another axle from Grantham which had the 9.4:1 ratio and thought that would be a far better prospect.”

Apart from what he's picked up in his 59 years of life, Nick has had no mechanical training but somehow, he manages the self taught art to a T: “I'm slow at learning,” he said – although we aren't sure whether to believe him or not. But he then adds: “But that's nothing to do with how much you can eventually learn.”

What he means is that although things like wiring a Scammell Highwayman may seem like trying to find your way round an endless maze, if you persevere with the wiring diagram then it eventually makes sense. To that end, while Nick was doing something he could understand, his mind was one step ahead trying to sort out the next puzzle he'd confront.

Specification:

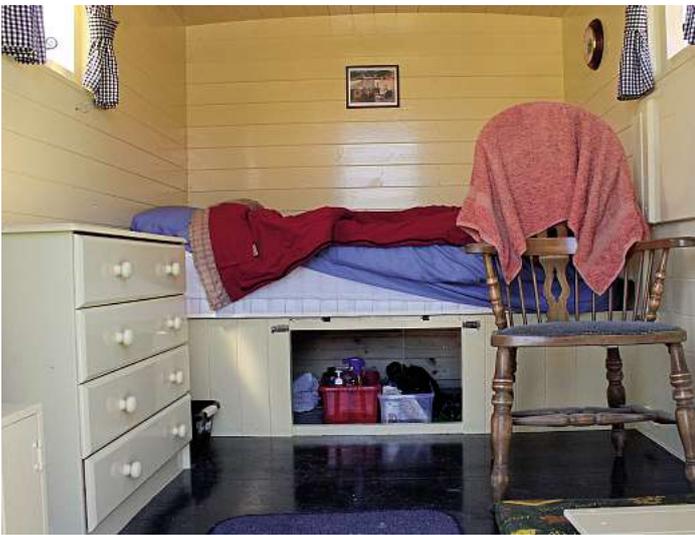
Make / Model: Scammell Highwayman
Chassis No: 17073
Year: New on 1.6.65
Registration: CYK 601C
Engine: Leyland 680 Power Plus – de-rated to 185bhp
Gearbox: Scammell 6-speed
Gross vehicle weight: 24 tons
Top speed: 40mph cruising speed
Fuel return: 11mpg
Semi-trailer: 1968 Taskers Little Giant – 10 ton capacity



Scammell always fitted these tyre inflators behind the cab on the chassis.



If you could see inside the casing you'd find Nick's homemade rebuilt high speed diff!



The interior of the living van – excellent build quality.



The living van chassis is a trailer that can extend in length. Nick reckons it was used by the RAF to move missiles around.

We like his response to sorting out where to get the shaped timbers to make the frame for the cab: "Rather than pay out steeply for the shaped wood," he said, "I decided to invest the money in the machinery and make them myself." Nice one.

Nick is obviously passionate about something he considers a hobby and poured all his time and efforts into seeing – first – the Highwayman through. He did have to use some companies to source different requirements and when we ask what firms he could recommend, he makes something of a laugh: "You wouldn't believe how poor a service some people gave me," he said.

However, two firms he could recommend were Speedy Cables of Abercrave in the Swansea Valley (for the vehicle's gauges) and

Past Parts of Bury St Edmunds who refurbished the slave and master cylinders.

THE TRAILER MAKES TWO

You need to have done a restoration yourself to realise that time easily slips by without a great deal of noticeable progress but eventually, the final coats of Craftmaster Imperial Crimson paint were applied and Eddie Ralph was being tasked to apply the subtle amount of signwriting.

At first, Nick had built a temporary ballast box on the back of the Scammell. This was mounted on the fifth wheel which Dick Stevenson of Wisbech had sourced him. But as soon as he took it out on to the road, he knew the road speed was too slow: "Flat out was only 37mph," he said, "that meant it was happy at 34-35mph, which again wasn't quick enough."

The answer was a high speed diff and as he couldn't source one, he decided to make one himself. Yes, you did read that right and we have said that this guy is totally self-taught (and also says he's slow at learning). But by taking parts from a combination of diffs, he managed to build one with a 7.3:1 ratio.

Nick also makes light of putting the new axle in: "You lift the back end up, roll the old one out and put the new one in. It just took a

couple of weeks to change." As Victor Meldrew might say: "I simply don't believe it."

The proof of the pudding is that it works and the Scammell now cruises nicely at 40mph so next job is finding a suitable trailer so he can first, piggy back his restored Unipower to events. Scammell made lots of four-in-line swan neck low loaders but the basic one of these was the 20-ton machinery carrier. In truth, these were a bit big, heavy and numb but Nick was fortunate that Dave Walker (Secretary of the Scammell Register) was looking to sell his, much lighter, 1968 Taskers Little Giant: "It was a semi-trailer but he used to pull it with a ballast tractor hooked up to a dolly axle. It was normally loaded with a steam roller."

However, Nick wanted to run the outfit in artic form but a major adjustment was first needed: "As the Taskers trailer fouled the back of the Scammell when it jackknifed, I had to cut out and move the coupling pin forward about 4in so that it could turn freely."

AND THE VAN MAKES THREE

Most lesser mortals might now rest on their laurels but not Nick Bedford: "I wanted some living accommodation but I couldn't just put a normal caravan on the back – that wouldn't do. So I decided to build a van in the style that

Restoration contacts:

Speedy Cables Ltd.
Tel: 01639 732213
Website: www.speedycables.com

Past Parts Ltd.
Tel: 01284 750729.
Website: www.pastparts.co.uk



The finished outfit ready for the road.

used to be pulled by a steam roller in the 1920s.” Nick had already sourced a small four wheel trailer from the Ramco dealer in Skegness: “The trailer will adjust in length and was used by the Air Force originally to carry missiles around.”

During the van build, Nick was conscious that the overall height of the living van – when carried on the back of the Taskers trailer – wouldn’t foul the entry door to his garage. And of course, it doesn’t.

For local events, Nick can actually haul this 1920s style of living van behind the Unipower but for us – and ready for the following week’s show – the van is loaded on the back of the Little Giant. And eased out into the Lincolnshire sunshine, the ensemble just oozes class.

It’s something like 14 years since Nick first decided to buy and restore the Highwayman and such a huge amount of his life has been put into the task. And having done (almost) the entire job himself, he can give you chapter and verse to every miniscule part of this classy restoration.

We like the way he built the radiator grille himself: “Each of those narrow strips took 20 minutes to make,” he explained and also points out how he had to make two of the handles on the engine side panels.



The rear of Tasker trailer can be pulled away by one person – Nick says – after jacking it up, removing lines etc.

If you see Nick and his Scammell outfit at one of the shows he travels to, try and give yourself a boat load of time to give this outfit a close examination. The van is terrific; the Little Giant trailer just great to see but to me, the Highwayman tractor unit looks fantastic.

Yes, during the 1960s the guys at Watford may have churned out Highwayman tractor

units in their hundreds. But more than 50 years later, the efforts of Nick Bedford with one particular example has helped keep that Scammell flame very much alive.

Seeing is believing so they say, and we very much believe what Nick has done. Harder to swallow is the insistence of the man to simply describes himself as: “Just a painter and decorator.”



A *Foden* for the future

There is a lot to be said in favour of forward planning and there is no doubt that Jamie Croft had one eye, or very probably both eyes, firmly on the future when he acquired a 1976 Foden S80 tractor unit in 2004 – he was only 14 at the time!

Who said youngsters aren't interested in classics? Jamie bought this lorry when he was just 14!



The Foden, registration number JJJ 357P, was bought in 2004 and during the past 10 years Jamie has not only passed his HGV test allowing him to drive the lorry but has also carried out some extensive work on the tractor unit which he has re-engined and had the gearbox and braking system rebuilt. With his heritage transport interests including both traction engines and tractors as well as lorries, the Foden has proved to be the ideal tractor unit to pair with a low-loader to take the family's road roller and other vehicles to rallies.

A LOOK BACK

The Foden S80 was launched at the Earls Court Commercial Motor Show in 1972 with the first production chassis coming off the line in the summer of 1973. The timing was unfortunate as the UK was facing a difficult economic situation with coal miners and electricity workers on strike forcing the government of the day to introduce the three day working week and making the whole country subject to regular power cuts.

The initial press reviews for the new offering from Foden were mixed and the

distinctive angular design brought some adverse comments. While other manufacturers were perhaps leaning towards a more streamlined appearance for their cabs, Foden seemed to have designed the S80 by sawing a breeze block in half and drawing around it.

However, Foden's view was that: "The cab presents a straightforward sensible shape of modern appearance with functional design. We have taken into account the requirements of modern cab design for all conditions and the stringent legal requirements on cab strength, visibility etc.





ABOVE: The cab interior from Jamie's 'donor' Foden S83 gritter.

LEFT: Jamie at the wheel.

Like any design it is a balance of all the factors involved and it is necessary to understand these before one can assess any particular aspect. One of the principal design parameters established for the S80 cab was maximum access for servicing and maintenance and this important objective has been achieved most effectively."

During the development of the new model, the company's outlook had been very positive and by 1972 some substantial investments had been made to increase plant capacity. With the introduction of the model coinciding with the national miners' strike, the result for Foden could have been an unmitigated disaster, especially as the flagship model in the

range was undoubtedly the eight-wheel tipper chassis aimed at operators in the building and coal industries.

However, despite the problems of a difficult market, Foden, to the surprise of a number of correspondents of the day, turned out to have a winner on its hands. The Foden S80 and its 'sibling' the S83 would at their peak be the leading brand of eight-wheeler and would account for a very impressive 30% of the market.

There was certainly a measure of government support for the company at a time when many lorry manufacturers were battling against falling demand both at home and abroad. The Ministry of Defence placed a substantial order for the new

model and in 1975 Foden received a government loan to support the business.

The success of the S80 came in spite of the reaction of the transport press of the day with the new Foden described as being "totally unspectacular" and there was criticism over the cab design, performance and comfort levels. However, it seems that customer reaction was rather more positive and the combination of the eight-wheel tipper chassis and Gardner engines resulted in a vehicle which became more or less the standard for the construction and mineral extraction industries. In addition, customers could elect to have Cummins or Rolls-Royce engines as well as a choice of eight- or nine-speed gearboxes.





The Foden was purchased with a seized Cummins 250 engine and a worn out diff. The cab also required major work due to cracked glass fibre panels and rotten timber framing.

VEHICLE IDENTIFICATION

Jamie's S80 dates from 1976 by which time certain improvements had been made to the cab interior and the MK2 rigids had come to the market during 1975, and these would be quickly followed by the first of the Foden S83.

The later vehicles displayed the Foden name and symbol in bright white plastic on the front of the cab. A new coding system for Foden models had been introduced in 1973 with the vehicle plates carrying a series of numbers and letters denoting the chassis, engine and cab type. For example the code 08RO30R2208 denoted an eight-wheel rigid tipper or mixer with 30-ton gvw fitted with a Rolls-Royce 220 engine and S80 cab. The plate of Jamie's Foden carries the detail 04A032C25008 indicating a four-wheel tractor unit with a 250 Cummins engine and the S80 cab.

The early history of the Foden is unknown at the moment although the plate in the cab would indicate that it was originally supplied by the Peterborough Engineering Co Ltd. Jamie has been unable

to discover any details of its first owner but the Foden was later acquired by D J Pike Crane Hire in Kent and was subsequently bought by Les Warren in Paddock Wood.

Les used the Foden for several years to transport his steam roller to events. While attending the Detling Show in 2004 the engine seized and the S80 could well have been cut up had not Jamie and his father Dick arranged to buy the damaged Foden for the princely sum of £200.

As Jamie recalled: "The Foden was brought back to our yard on a low-loader hauled by my uncle Martyn's Bedford TM, a classic in its own right and a lorry which Martyn had also restored. The S80 was laid up in the yard and it was about three years later that I started work on the restoration.

"The tractor unit was stripped down to the chassis rails and the chassis frames and cross members were shotblasted back to bare metal. The back axle was stripped down and problems were found with the diff which was badly worn. I sourced some brand new 'old' crown wheels and pinions from a garage in Sandbach and rebuilt the diff.

"I was working for Mick Gould at Flimwell and he had an unwanted 14 litre 350 Cummins which was about 25 years old but had done very little mileage and was in good condition, so I decided to buy the engine to replace the Foden's smaller 250 Cummins which had seized. The replacement engine, which was compatible with the 12-speed Foden gearbox, needed nothing more than a good clean before being installed. However, the engine had come out of an American truck which had a 12 volt electrical system while the Foden was 24 volt. So I fitted some of the components from the old engine to the new one to make it compatible and also fitted a new exhaust.

"While rebuilding the chassis I also reworked the braking system, replacing the original anchor lock with a new spring braked system. Once all the mechanical work was completed, the engine and chassis were painted and I moved on to the cab.

CRACKS AND ROTTEN WOOD

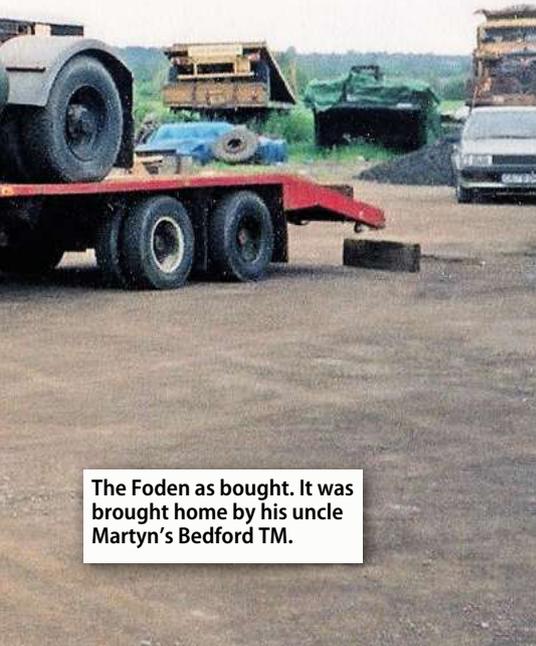
"As the cab panels on the S80 are what the company described as 'glass-reinforced plastic' or glass fibre to you and me, there was no rust to deal with but there were cracks in some of the panels and the wooden framing was found to be pretty rotten in several places. The door frames were particularly bad and one of the doors looked to be suspect. It took some time to remove all the old paintwork but this was necessary to expose every crack in the glass fibre panels so that they could be repaired.

"Several weeks were spent filling the cracks and smoothing to try and achieve the best possible surface before repainting. The rotten sections of the wooden cab frame were cut out and new sections of ash timber were cut, shaped and fitted into place. Once the repairs were completed the cab was undercoated and spray painted with its dark green top coats.

"By this time I had also acquired a Foden S83 six-wheeled road gritter which I had thought about restoring but the problem, as with all the wagons used for this type of work, was excessive salt damage. However, the cab was almost new and the doors were in good condition and so I 'borrowed' one of them to replace the damaged door on the S80.

"The S83 was also used as a donor when it came to tackling the cab interior. In all honesty the inside of the S80 was pretty grotty and although more or less everything was still in place, the years had not been too kind. I could have spent a long time trying to repair and refurbish the existing interior but the alternative of using the parts from the S83 would make the job quicker. Practically the whole interior from floor mats to headlinings was removed and refitted into the S80 and although the parts were not brand new they were in much better condition than the originals.

"The Foden was practically finished by 2010 and was shown at Dorset that year although it was taken there on a low-loader. Following that rally debut I completed the work on the electrics and fitted new lights. A lot of the spares I needed were sourced through the



The Foden as bought. It was brought home by his uncle Martyn's Bedford TM.



Classic restoration

garage in Sandbach and I was surprised to find that the range of Foden spares that it still has in stock is quite extensive.

“With the Foden completed and having passed my HGV test, I was able to put the lorry through its MoT in April 2011 and take the S80 out and about for its first full rally season. The steering on the Foden is pretty light and it takes just over four turns of the steering wheel from lock to lock and the pretty short wheelbase of 9ft 11in gives the unit a turning circle of 43ft although you don’t get near that when there is a trailer on the back.

OUT ON THE ROAD

“The height of the cab floor is not sufficient to clear the engine and a fairly large engine cover intrudes into the cab so this is definitely a two-seater although there is plenty of space around each seat. The suspension seats can be adjusted for both height and reach, so although anyone over 6ft tall may have some trouble getting through the narrow doors, once they are in, a comfortable driving position is easily achieved and the positioning of the pedals is good. The clutch is manually operated but not at all heavy and the brake pedal gives good response, while I found the throttle pedal nice and light to use.

“The forward visibility through the split windscreen is excellent and the strut down the centre in no way restricts vision and I don’t find it at all distracting. There is a slight issue in wet weather as the bottom mounted wipers, although they clear most of the screen, do leave a V-shaped area in the middle unwiped, but this is an annoyance rather than a problem.

“The two-speed wipers are air operated as is the washer, from the same control switch. Noise levels in the cab are low and the heater is very good with de-mister vents at the bottom of the screens and directional de-misters for the side windows. There are also separate floor level vents for the driver which provide heat in the winter and allow cool air to circulate in warmer weather.



Since restoration, the Foden suffered gearbox problems – fixed courtesy of the S83 donor vehicle.

“The large windscreen gives a great view of the road, due in some part to the driver position being set quite high, although the springing could be better, and with the seat almost over the front axle, the ride can be rather bumpy on some of the more uneven roads and large potholes can prove interesting. The cab doors are quite narrow and this was a criticism made when the S80 was introduced, but the controls are laid out pretty well and the interior is quite spacious.

“Most of the regular maintenance can be carried out through the various access panels on the cab or through the hinged grille, but for complete access to the engine the cab can be tilted by use of the hand operated hydraulic jack. The radiator hinges forward which not only makes the unit easy to replace but also with the radiator in the lowered position the front of the engine is readily accessible to allow such things as a fan belt to be replaced.

“However, all was not plain sailing and later I encountered some serious gearbox problems. The gearbox on the S80 was stripped down and looked to be beyond saving. But Mick Gould who I worked for came to my aid and suggested that we look at the gearbox in the S83. This was stripped down as well and although it had some wear and slight damage, there were parts which were useable. Between us we managed to salvage enough parts from the S80 and S83 to rebuild one satisfactory gearbox and so far I have experienced no further problems.



Little is known of the Foden’s early years but this plate possibly shows the supplying dealer.



The seized engine was replaced with a 14 litre 350 Cummins. As this came from an American vehicle it had 12 volt electrics which have been changed for a 24 volt system.



The Foden is now used to transport the Croft family’s vintage vehicle and machinery collection.

Not everybody was keen on the styling of the S80 when it was launched back in 1972.

“Since then the Foden has been rallied every year and paired with the low-loader is a useful piece of kit to transport the other vehicles in the family collection especially as the Bedford TM which was used previously has now been sold. Fitting the 350 Cummins and revamping the braking system has improved the Foden’s handling and performance and while the S80 may lack the more elegant look of other trucks from the 1970s, it is still nice to have a British-built ‘classic’ in our stable. Although I have spent considerably more money on the restoration than the £200 the lorry cost to buy, I still think it was a bargain.”

My thanks to Jamie for providing the information and allowing the use of his photographs taken during the restoration.



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International TRAVELLER

Having worked all over the world for the oil industry, plus bringing in the harvest for friends in the US, Bromsgrove based Mike Bastin's classics represent his well-travelled life – particularly farming Nebraska style.

Words: Malcolm Ranieri **Photography:** Malcolm Ranieri/Mike Bastin collection

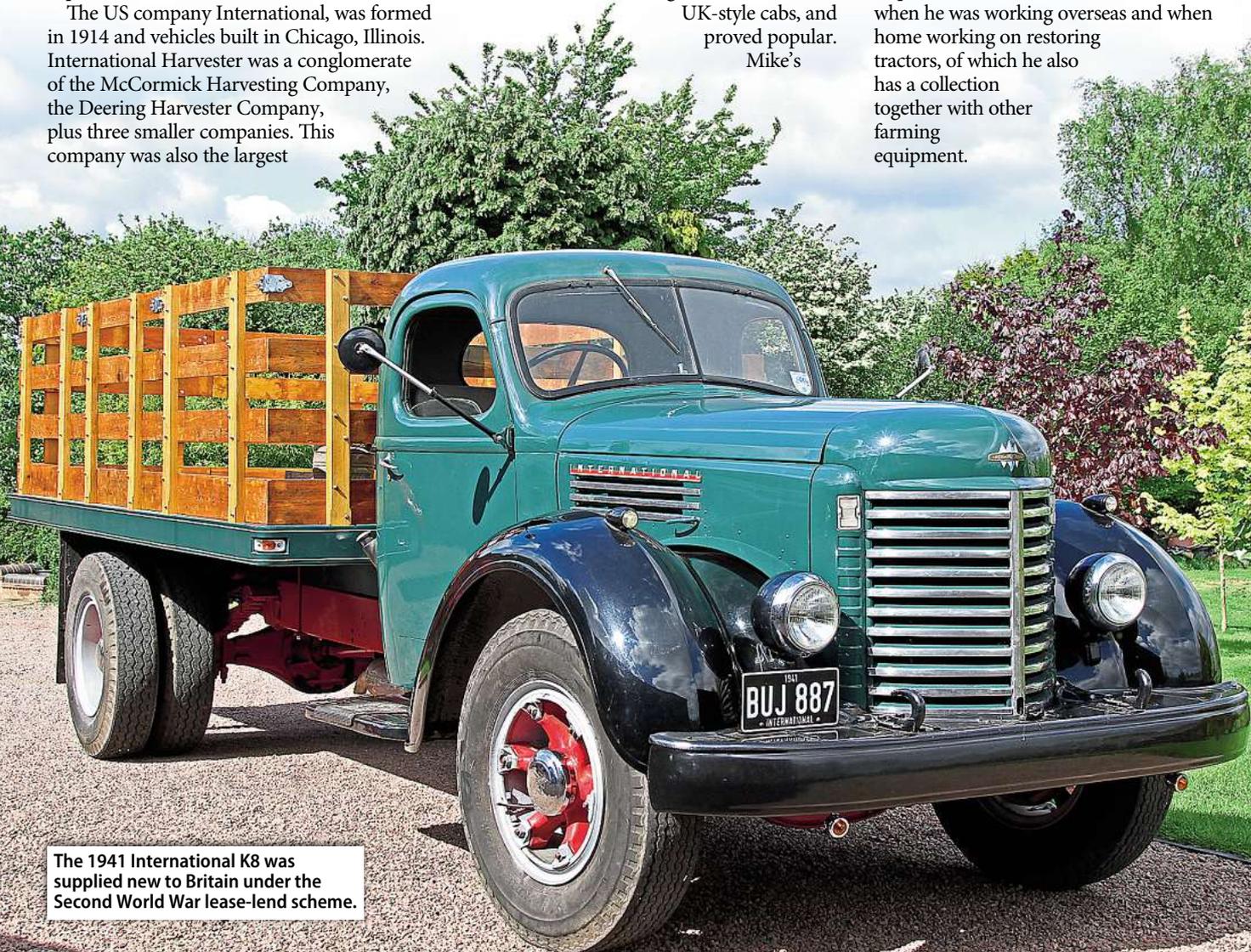
Mike, now retired, worked for the oil drilling industry all over the world, including the Middle East, Asia, Borneo, West and North Africa and the North Sea. He finally retired as a drilling company project manager in Libya. During his field breaks Mike also helped to bring in the harvest of maize and soya beans for friends in Nebraska, working all manner of hours both truck and tractor driving. His historic vehicle and artefact collection reflects the farming experience in the US.

The US company International, was formed in 1914 and vehicles built in Chicago, Illinois. International Harvester was a conglomerate of the McCormick Harvesting Company, the Deering Harvester Company, plus three smaller companies. This company was also the largest

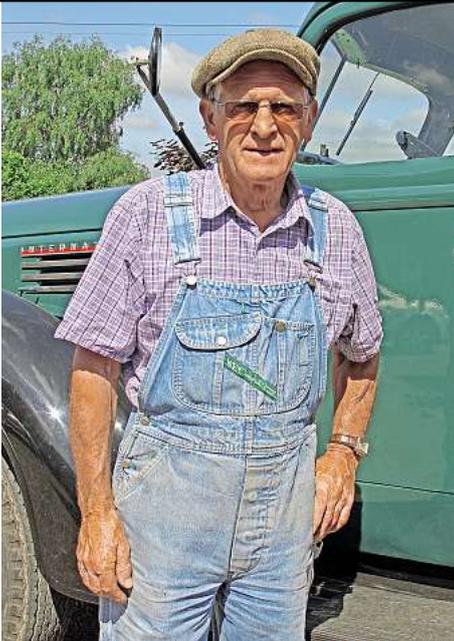
tractor manufacturer in the US at one time. In the truck range, the subject of this article, the K-series with payloads of up to 8-tons was first produced in 1940, in various versions for civilian and military use, and of course lease-lend to Britain where this K8 comes in. After the Second World War, the upgraded 'KB' Series went into production, and in 1947 a new factory at Emeryville, California, opened for West Coast production. It is interesting to note that International Trucks were

manufactured in Britain in the 1930s, with right-hand drive and UK-style cabs, and proved popular. Mike's

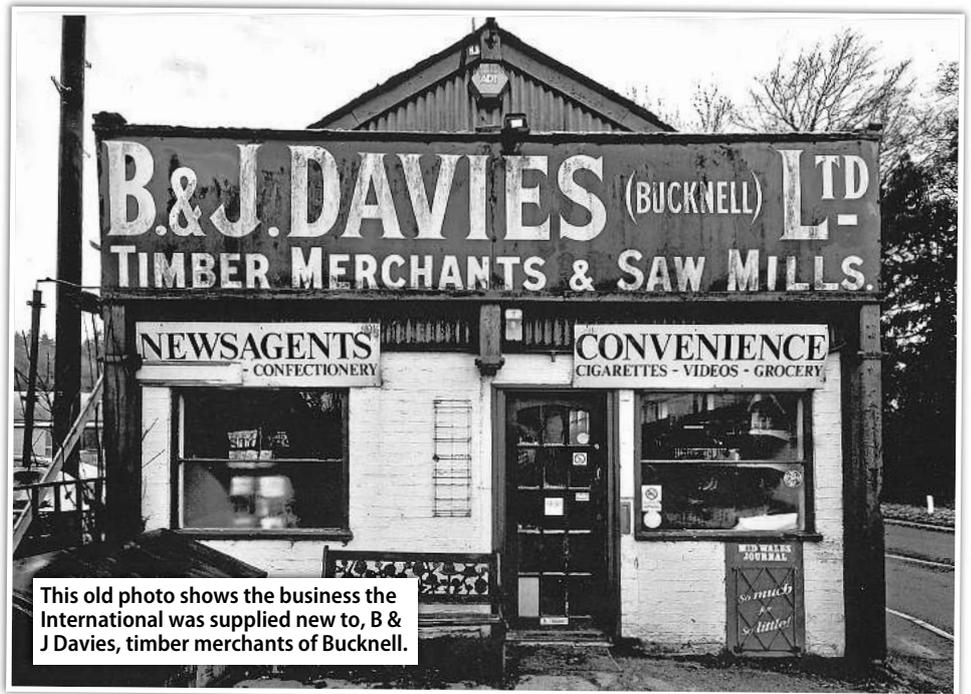
International K8 Truck was imported from the US on lease lend for civilian use, and was employed in the timber industry in Shropshire, going to B & J Davies of Bucknell in January 1942. When Davies's upgraded its fleet the K-8 was sold to John Griffiths, also of Bucknell, and used to haul customer's tractors and farm machinery to his yard for repairs. Finally retired, parked-up and out of use, the truck incurred some water damage over the years due to a leaking shed roof but, in general, the bodywork was in fair shape. Mike Bastin acquired the International in 1988, at a time when he was working overseas and when home working on restoring tractors, of which he also has a collection together with other farming equipment.



The 1941 International K8 was supplied new to Britain under the Second World War lease-lend scheme.



Owner Mike Bastin owns several US trucks that remind him of his farming work in Nebraska.



This old photo shows the business the International was supplied new to, B & J Davies, timber merchants of Bucknell.

TECHNICALITIES

The truck is an early example of the K8 series with a FBC 318 engine of 5211cc, overhead valve, spiral bevel axle, F51C five-speed transmission with direct top gear, 900x20 tyres and is fitted with a general cargo stake side body. During the restoration, several new/old stock items such as wheel cylinders were sourced from the States, as was the new wiring loom. Parts for the cab trim such as cowl board and rubber seals came from Restoration Specialties in Pennsylvania.

Items like hub caps were hard to find, one being sourced in the States, while two others were found in the UK but all needed re-chroming. The chrome headlight rims and the grill bars came courtesy of a Canadian work colleague. Mechanically, the truck wasn't in too bad a shape but most components received some degree of attention.

Mike now takes up the story of the restoration: "The restoration work was initially started in the early Nineties but as I was working overseas with brief visits to the UK nothing was really achieved. I was also restoring and showing tractors at the time and the International was a secondary interest. I had attempted to clean and paint the chassis with the cab in place but realised that this was not going to work and I needed to grab the bull by the horns and strip it out completely.

"The cab was removed, followed by the engine and gearbox and then the axles. The bare frame was sent for sand blasting and priming. The weather must have been good as when the frame was brought home it was set up on trestles on the back lawn and the rest of the painting was done there. The axles and springs were needle-gunned, treated and painted and then refitted. There was a little bit of ovality in the front axle so it was reamed and .010in oversize king-pins were made. New bushes weren't needed as I was able to ream out the bushes to accept the new pins.

FINDING PARTS

"The condition of the brake drums was good, as were the rear linings, but the front shoes were worn and needed to be re-lined. All of the wheel cylinders were in poor condition but two NOS front wheel cylinders and one rear wheel cylinder were located in the States and the remaining rear wheel cylinder was re-sleeved. Three new brake hoses were located in Missouri which arrived by post. The engine ran okay and I was told by the previous owner that it had been worked on by John Griffiths. An IHC repairman and enthusiast, not too long before it was parked up so it was decided to leave it alone, but while the engine was out the clutch plate was relined. The rearmost universal joint needed replacing and although it was a typical American pattern, one was obtained from a stockist in Worcester. The radiator core was in poor condition and a new

core was fitted by Pershore radiators and the water pump was rebuilt around that time too.

"When I first got the truck, the exhaust system had been routed to the front of the truck and consisted of two tractor silencers in tandem, a Farmall M and a W-9, fitted under the front bumper. The two silencers were given to a friend who collected International tractors and then a new exhaust system had to be fabricated. The parts book was a useful source of information although any availability of parts had long since ceased, however, it did provide pictorial examples of the downpipe, silencer, tailpipe and brackets that needed to be made.

"All the relevant rubber seals for the cab and hood and the glass channel for the doors etc., were all available from Restoration Specialties, Pennsylvania as was the cowl board and clips for the head lining and cab trim. Several replacement parts were supplied



The cab did require repairs due to it having been stored for many years in a leaky shed.



The truck was completely stripped and the chassis shot blasted and painted.

by contacts in the States made through the Old IHC website and it has been very helpful.

“The sheet metal in the cab was in good shape and required little in the way of repairs. Due to a leaking shed roof the gutter over the passenger door had rotted off causing the bottom of the door to rot out and this had to be rebuilt. The only other area where there was a small amount of corrosion was on the cab seam below the rear window. A new gutter was formed and welded in place and the area below the window was cut out and repaired with new metal. The front fenders had evidently had a few brushes with trees, etc., during their life in the woods and had seen one or two drivers’ repairs where the dents had been knocked out with what looked like the work of a ballpeen hammer.

RECORD TURNAROUND

“The running boards were a problem as the tops were very frail and holed in places and it was a problem finding someone who could wheel in the reinforcing beads. Eventually, a tractor fuel tank and tinwork manufacturer was approached, and although not normally known for his quick turnarounds, was able to do the job and actually had the tops ready for



The cab interior – note the speedo.



Body construction. Mike ordered new ash timber cut to size but when it arrived it was unusable so was replaced with pine and oak.

collection two days later. All that was then required was to cut out the old tops and let in the new ones and that worked out very well.

“After the cab and the front end sheet metal had been painted, the cab was sent to be trimmed and then it was time to start the reassembly. To handle the cab, a lifting frame was made and with the aid of a JCB Loadall, the cab was refitted and secured one Sunday morning.

“At some point in its life the truck had a serious electrical problem and the wiring loom had obviously got hot. One possible cause was that the wire from the tank unit to the gauge had been trapped in the rear engine mounting which had probably happened during a clutch change. It was obvious that the loom would need replacing and after some research on the internet a new loom was ordered from Rhode Island Wiring. The company had the drawings and could replicate the original loom in cotton bound wire and of the correct dimension for a 6 volt system. It was also able to supply all the period connectors and also parts to rebuild bulb holders which made the job more authentic.

“The dashboard gauges are all electric which is quite remarkable for a 1941 vehicle but unfortunately only one, the ammeter, was working. The oil gauge wasn’t too difficult to fix as it needed a pressure transmitter and one was sourced from a donor truck.

The temperature gauge also needed a transmitter and a compatible one was found in a Hercules combine engine. The fuel gauge was a different matter and needed to be dismantled and internal repairs made. I was a little apprehensive about my abilities to do the repair but it worked out fine. A final calibration was made at the tank unit and it all seems to work pretty well.

DISAPPOINTMENT

“The intention for the body was to build it in the American stake side style and the wood of choice was to be ash. Having ordered the wood from a local sawmill and eventually picking it up after almost a year of waiting it was very disappointing to see this supposedly seasoned timber bend, cup and split prior to use. Pine was then chosen as a cheaper and more dependable alternative for the bed with



The 5211cc overhead valve straight-six petrol engine.

The recreated stake side body is so typical of US farm trucks of the period.



a pressed steel channel surround to hold the stake pockets. The actual stakes were made of oak and the boards were made of seasoned pine. In the quest for authenticity all the stake pockets, fixings and UNC coach bolts were purchased from the States together with the corner marker lights, although these latter items came from a donor truck.

“When these trucks were produced, the standard colour scheme was a red frame and wheels with black running boards and fenders and a choice of 12 cab colours, and a nice green was chosen. The truck had not actually been test driven at any time during the restoration so it was with some relief that on March 14, 2014 it was give a run and thankfully, everything worked out fine.”

Mike also has in his collection a 1948 Ford F5 Grain Truck. This is powered by a 239cu in V8 Ford engine, and came from Nebraska. It was a general farm truck used mainly for transporting grain from field to the elevator and with the addition of stock racks, could be used to haul cattle and other livestock.

Other vehicles include a 1954 Chevrolet 3100 pick-up, which is awaiting some restoration, and a 1956 British-built Kew Dodge with a P6 engine, 5-speed transmission and 2-speed axle. Besides a Willys Jeep, he also has quite a collection of tractors and farm machinery including several John Deeres and a 1927 Wallis tractor currently stripped back to the frame and undergoing restoration.

Thanks to Mike for allowing me to see his collection, his hospitality and chats about Americana.



Mike's Ford F5 at the Stoke Row Rally in April 2013.

GAYDON SHOWSTOPPER

David Vaughan tells the story of when John Kerr went looking for a lost Bull and ended up coming home with a Hippo!

Words & Photography: David Vaughan/John Kerr collection

John Kerr is an avid restorer of Leyland commercials and has several superb examples of the make to his name, including the only known Leyland Bull lorry in preservation.

One bank holiday weekend he was getting under his wife's feet at home and decided to go to a vintage sale at Otley. Finding nothing there of interest to him, he fell to talking with a few mates. They told him that they had heard of another example of a Leyland Bull somewhere in the area.

John was naturally curious about this and was keen to learn more, but his friends were unable to tell him anything else. Someone in the cafe overheard the conversation and came forward to say he knew where there was

another Leyland Bull but would not give away its resting place.

Further detective work revealed that it might be located in the Bingley area near a place with "a big chimney". John did not hold out much hope of finding the vehicle but thought it would be interesting to see if another one of the rare beasts did exist.

A few weeks later he took a trip from his home near Wakefield to Bingley to see if he could find another Bull. He soon found a big chimney, only trouble is it was one of several still standing in the area.

After a fruitless search of all the places near a factory chimney he could find in the locality, he was told of a scrapyard on the outskirts of the town near yet another large chimney and thought that this might be a likely place to look for an old lorry.

He enquired of an elderly man who was working in the yard if he had knowledge of such a vehicle but he was greeted with a dismissive nod. Not a man to give up easily, he said: "I've got a Leyland Bull myself. Would you be interested in looking at a picture of it?" On showing this to the man, who turned out to be the owner of the yard, he showed some interest and took John to a shed tucked away at the back of the yard and there, under cover, where it must have lain for many years, was the remains not of a Leyland Bull but an early example of a six-wheel rigid Leyland Hippo which turned out to be a 1931 model.

COLLECTING THE HIPPO

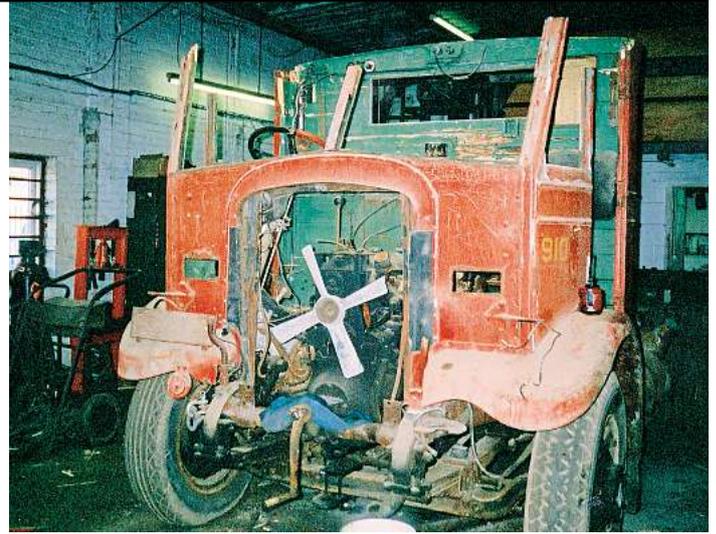
The lorry was covered in what John described as "40 years worth of dirt and cobwebs" but his keen eye took in the fact that the wagon was largely complete, although it had a non original radiator and no body.



The Hippo was one of the star attractions at the Gaydon show in June 2014.



The lorry as it arrived in John's workshop.



The cab and on-board workshop were traditionally rebuilt with an ash frame and walnut for the workshop floor.

John enquired if the lorry might be for sale and received the reply that it could be but only if the owner had an assurance that it would be restored. John willingly gave that assurance and a deal was struck on the spot.

Before the lorry could be removed from its resting place, it was necessary to clear a load of scrap from in front of the shed. It was two months later that John, together with his long-standing friend and co-restorer Colin, known to all his friends as 'Colonel', returned with John's ERF M series four-wheeler, itself nearly 40 years old, to recover the vehicle. They loaded it up but noticed that, in John's words: "It looked a bit heavy on the back end." But he went on: "Having got this far I was not going to leave it be."

Well it did prove to be a bit of an overweight load as there was a long hill going down into Bingley and although John had the ERF in first gear and was holding it back on the brakes, they were rapidly overheating. After a rather hairy stop achieved by kerbing the lorry, they allowed the brakes to cool down and made the rest of the journey back

to base without further incident.

With other projects already under way, the Hippo was stored for two years before restoration started properly. At that stage John and Colin were undecided as to what form the restoration should take. Obviously it needed a new cab of the correct pattern but they thought it would look right with a low sided body as a heavy steel carrier.

However, that all changed when, at a local steam rally, a gentleman came up to John and offered him some old magazines which he said were looking for a good home. He did not want anything for them so John, with an eye to winter reading matter, took them home with him.

NEWCASTLE TRANSPORT

Looking through these later, John came across a picture of a Leyland Hippo recovery lorry in service with London Leyland dealers Kingston Motors. In the very next magazine John looked at there was, almost unbelievably, a picture of another Hippo breakdown lorry, this time in the service of Newcastle

Corporation Transport Department.

The Hippo as found had a cab headboard with the name 'Newcastle Transport', too much of a coincidence thought John, so having consulted with his friend and his son, it was decided that this was to be the pattern for the restoration of the Hippo.

Subsequent investigation uncovered the fact that the Newcastle bus recovery lorry started life with Durham council as a short wheelbase tipper, moving to Newcastle in the 1940s.

Apart from the cab and bodywork, the obvious thing they needed, if it was to be restored as a recovery vehicle, was a suitable jib. After a long search, one was located in Norfolk which sounded to be the sort they were looking for, so John and Colin went down to see it. It was a Harvey Frost twin boom eight-ton jib, just what John wanted. The owner was pleased to see that it was going to be used in a restoration and sold it for only its scrap value; he even offered to make a new winding handle to replace one that was missing.

Back home, the Hippo was dragged out of the shed and restoration started in earnest.



Stripped to the chassis. Virtually every moving part was seized.



The drivetrain sees the light of day for the first time in decades.



The on-board workshop is equipped with 1930s period tools, equipment and manuals.



On display at Gaydon.

The remains of the body and cab were removed and then it was time to see what sort of condition the engine and gearbox were in.

Having drained the oil, initial investigation indicated that the engine was in fairly good order, so with the sump and filters cleaned out, it was time to see if it would start. The starter motor was tested to begin with and was found to work satisfactorily, and this boded well, so a temporary fuel feed was rigged up for the six-cylinder overhead valve petrol engine and a pint of fuel was introduced. After four cranks of the handle, the engine backfired and then started first time, albeit only on four cylinders.

This was, as far as John knew, the first time it had started in at least 44 years. Encouraged by this, the plugs and leads were taken off and cleaned and put back, after which, with only half a turn of the handle, the engine started on all six cylinders and John was able to slow it down until it could hardly be heard ticking over. Soon after this, part of the exhaust fell off so that was the end of the test.

By the following Saturday, in the absence of the actual radiator, a temporary arrangement for water was set up along with the Autovac and the engine ran, with only a small water leak evident, for about an hour.

PAINT, WOOD AND FREEING OIL

Having proved the engine was okay, the next move was to make a start on the chassis. The gear linkage, brakes and just about everything else on the chassis that could be were seized up, so the first job for John and Colin was to spray the whole lot with two gallons of freeing oil and leave it to cook for a couple of weeks.

With the engine and gearbox out, the chassis was completely stripped down. Two of the axles were shotblasted but the rest of the chassis was wire brushed and rubbed down by hand and a coat of grey primer applied. The engine and gearbox were also stripped down and so were the brakes. John said that following his experience with the rods for the brake servos on the Bull, he was very careful to get the rods back in the right order, there being three servos, one to each axle and an



The six-cylinder petrol engine was in remarkably good condition. With the oil changed and filters, plugs and leads cleaned, it was soon ticking over nicely.

Back home in Wakefield.



auxiliary one for use with a drawbar trailer. These had around 50 rods in total that had to be carefully matched to the right servo.

The next step was to build a new cab and bodywork. The cab was similar to the one on the Bull which Colin, as a skilled carpenter/joiner, had built. The cab was built in the traditional way using ash for the frame, as was the workshop behind the cab. The floor for the workshop was built using walnut, a very hard-wearing wood.

Having only a 4 x 4in picture to go on it was necessary to make some compromises to the design of the body, taking elements of the Leyland dealer's one and the Newcastle Corporation one as a guide. A number of mock-up body styles were fabricated until they had the authentic appearance they were after.

A firm in Manchester was contracted to make a new pair of rear wheel mudguards and with the jib fitted it was time to put the cab and bodywork on the chassis.

John and Colin were keen to make sure that the workshop was fitted out with all the correct tools as it would have been in the 1930s. John used all his contacts to source as many tools as he could, including towbars, spanners, jacks and period workshop manuals. Having done this, he hired a van and covered several hundreds of miles one weekend collecting them all together.

These days, with so much computer software incorporated into modern trucks or buses, if one breaks down it is usually a case of calling out the recovery firm. However, back in the 1930s, and even up until the 1960s, the company had its own recovery vehicles,

often equipped with a proper workshop so that running repairs could be carried out on the roadside and the vehicle could complete its journey. The workshop on the Hippo reflects this so if you see the vehicle at a rally, ask John Kerr to show you inside – it is indeed a revelation.

The lorry made its first appearances at a couple of rallies in its home county of Yorkshire last year, but in June this year it made its way down south to the Classic and

Vintage Commercial Show organized by the Commercial Vehicle and Road Transport Club at the Heritage Motor Centre in Gaydon, Warwickshire, where it was soon drawing the crowds as a notable debut appearance.

John found himself at the centre of an admiring crowd of onlookers and photographers and was happy to answer questions, although he told me that he was left with little time to look around the other exhibits.



Fitting the Harvey Frost twin boom eight-ton crane.



WITHAM Specialist Vehicles Ltd



Mike & Julie Blenkinsop drop in on one of Britain's leading government surplus vehicle dealers.

Words & photography: Mike & Julie Blenkinsop

It was one of those 'wow' moments. How can anybody be allowed to have this many 'toys' to play with? The variety of ex-government vehicles here at Witham's, in Grantham, is quite mind-blowing; you can buy anything from a Bombardier ski vehicle to a Chieftain tank.

Let's look at the background to these MoD

A confusing state of affairs! A Scammell-badged S26 Thompson refueller in green (16 AY 77), a Leyland-branded S26 in green and grey (16 AY 97) and a no-badge Scammell S26 in yellow.



sales first. After the war, there was a huge surplus of vehicle stock; thousands of trucks, jeeps, half-tracks and tanks. The first Ministry sales were on farmland, where the stock was sold off by an auctioneer brought in to do the job. Great Missenden and Bordon were two such sites where, and in two typical sales in 1946, 10,000 and 7000 vehicles were auctioned off, respectively.

As time went by, it was decided that one of the Army supply depots would be used as a centre from which to sell these vehicles and a fixed point where they could be marshalled and displayed. The biggest supply depot the Army had, Ordnance Storage and Disposal Depot at Ruddington, in Nottinghamshire, was chosen. A very secret place in its working day, as it was used for the filling of bombs and shells, so not only secret, but also very dangerous.

It was built in 1940 by 4000 workmen, levelling huge areas and putting in infrastructure and necessary buildings. It had its own rail network and the 6000 people who worked there during the war had access to special trains to bring them into work three times a day, as the shifts changed. It is hard to imagine in today's information society being able to keep the lid on this secret world when more than 6000 people knew about it!

Auction sales began in the late 1940s early/50s, using three local professional auctioneering firms; Walker, Walter and

Hanson taking the lead role. On average, a sale occurred every two months; buyers flocked there from all over Britain and a lot further afield too. The price of the vehicles would go up and down on sales demand. One of the things governing this variation was, sadly, conflicts in various parts of the world, where cheap ex-military trucks would be in demand.

Although the site was vast, the MoD still had the option of leaving a collection of vehicles where they lay. The actual auction process would take place in Ruddington, but viewing and collection would be administered from the storage point. For example, when a large quantity of Mack N0 6x6 gun tractors came up for sale, which had returned from Germany in July of 1969, they were advertised in the landmark 100th sale as being available for viewing at their storage sites. One set of 12 were at Hilton in Derbyshire, the other 24 were at the Central Vehicle Depot, Ashchurch, near Tewkesbury.

SAVING MONEY

In 1982 The Conservative government was looking for cut-backs everywhere and Ruddington was in the path of the axe. Local people couldn't believe it was to go and had difficulty accepting the fact, even when it had gone. On December 31, 1983, the gates swung shut for the last time.

At the final sale, the 179th during the four days of June 14 to 17, 1983, the catalogue listed 2300 lots, everything from an Austin Allegro to a Thornycroft Antar, with all shapes and sizes of vehicle in between.

From then on, the disposal work was handed out to various companies on a tender basis; British Car Auctions did a lot from both its Blackbushe and Middlesborough sites. We believe that there were six regional centres. The British Army of the Rhine (BAOR) carried on using Mönchen-Gladbach as their point of sale. However, someone in the MoD thought that the system could be improved by using an outside contractor, although we know nothing about the contracting process. Witham's was the preferred bidder and became the hub of transport sales for the MoD. 'Witham Specialist Vehicles' was created in 1982, to channel this fleet of vehicles to a new home worldwide. The company now sells 60% of the stock abroad.

Its site has its own 6000sq ft paint and preparation facility, plus 7500sq ft of workshop space. The vehicles are sold via auctions, tenders, or simply direct sales. As for location, it couldn't be better placed, directly off the A1, half way down the country; perhaps, a touch too far for the south-west of the country, Wales and Scotland, but, generally, about as central as is practical.



80 KH 36, the four-axle DROPS big hook, now given some chunky tyres, 8x6 drive and branded Leyland DAF.

Access is brilliant; a small sign directs you to Honey Pot Lane Trading Estate.

Travelling through the security gates, we had caught sight of the workshops, where the refurbishment takes place, on the left as we drove in. Paul Southerington and his daughter, Camilla, head up the operation at Witham's.

WHAT'S IN STOCK

Usually, just past the reception cabin, there are a couple of rows of vehicles awaiting transport to their second life. In the past we have seen lines of Saxon APCs parked-up here, rumoured to be going off to Jordan, but this time it was Scammell and Leyland 18,000-litre aircraft refuellers. Some of these were carrying Scammell badges, others Leyland, as these were built during that ever-shifting period, when Leyland and Scammell were the same company, but the Scammell name would be used for the big-brand export trucks, where Leyland would be used for the middle-to-heavy range in the domestic market. It became even more confusing when parent company DAF, moved to brand them Leyland-DAF.

The refuellers have come in from RAF stations all over the world. Take 16 AY 77 for example, an S26 chassis, 18,200-litre Thompson tank, commissioned February 27, 1992 and just over 20-years-old with 89,000 miles on the clock. The chassis number is LO 60874 and was last working at RAF Akrotiri in Cyprus. There were around 15 of these parked around the site or awaiting servicing.



The Steyr-Puch Pinzgauer, model 7718 and RHD, this is the ambulance version supplied to the RAF.



A GKN-Sankey AT 105 Saxon riot vehicle displays its hydraulically-operated crash-bars and side-protection wings.

When we called, the workshops were busy with a Foden wrecker. It was being re-painted in white for export; probably to the UN judging by the colour. A 4x4 Tempest personnel carrier was in a bad state, having just come back from Camp Bastion in Helmand Province in Afghanistan and numerous cargo trucks were awaiting their turn in the servicing bays.

Cars are often sold here too and some incredible armoured security automobiles, based on Jaguars, were very recently on offer for only £70,000. They gained a few pounds though and were now twice their original weight, but regretfully, they couldn't be sold on the British market.

However, you could 'go armoured' without fear and buy a Saxon APC; not quite sure how your local beat-bobby would view the Riot-Control model with an immense crash-bar and the side-mounted 'wings', which open to give officers a bit of protection against bottles, bricks and petrol bombs. Saxon had the good old Bedford 330 diesel under the bonnet, but examples here had the updated 5.9 litre Cummins diesel instead, working through an Allison fully-automatic box. Now, where to find £35,000?

Reynolds-Boughton may be a name that is remembered from winch manufacture, fire appliances or skip/hook-loaders. The company had also sold specialist trailers to the services; the special AVRE trailer for carrying fascines in Royal Engineers bridging work was one of theirs, but they came into the vehicle market with the RB44. Called 'Project TUH',



A pair of Reynolds-Boughton RB44, TUH project, two-ton cargos in virtually unused condition.

it was a requirement for a two-ton universal truck, intended as a replacement to cover the duties of the old Land Rover 101 as a load and shelter-carrier, light anti-aircraft and anti-tank gun tractor. As a bit of a hybrid using some existing bits, we thought it came out rather well; Army deliveries started in 1992 after testing. However, questions were literally asked in 'The House' in May of 1996, when this very large contract went pear-shaped and serious brake malfunctions were found in service. Why these weren't found at the testing stage is for you to consider, but a lot of these vehicles were built, then went straight into storage and remained there. The contract was originally for 1000 units, but it is thought that twice that number may have been built.

PERKINS POWER

James Arbuthnot MP, reporting to Mr Ian Davidson MP, said that the modifications were, in fact, relatively minor and that the manufacturer would be financing the cost of the kits. On March 18, 2009, the question was asked as to how many RB44s were in service; the answer was 496 and the disposal date was set at 2012. However, for what the Military demands and what you need to do your job in Perth, Peterborough or Penzance, is invariably, different. The truck has the very good Perkins Phaser, 4 litre diesel. I have driven many, usually as a van with access platform combination, and I found them to be a bit of a flying-machine when they are wound-up.

These RB44 cargos were being offered at £5500 and as can be seen from the pictures, they look virtually new. The command post/shelter back variation is harder to find and a tad more expensive, but would make a great camper for £7500.

Contact details:

Witham (Specialist Vehicles) Ltd
Honeypot Lane
Colsterworth
Lincolnshire
NG33 5LY

Tel: 01476 861361.
Website: www.mod-sales.com

Plenty of choice of these Foden EKA wreckers, Foden chassis, two winches and Swedish EKA wrecking equipment. £20,000 sets you up in the recovery business.



HEAVY RECOVERY

Going back to the 'Big Boys', a choice of 20 Foden EKA Wreckers were also on the park, sitting high and wide and well, just 'big' on their chunky 16-00-20 Michelins. They weigh 27 tons each and are a very capable piece of heavy haulage breakdown equipment. Foden 6x6 chassis from Paccar, although it is really strange to see a Foden badge on the front and a manufacturer's ID plate quoting an HQ address in America. To make sure that they can cope with virtually every situation, these Foden medium-mobility wreckers have a winch at both ends, a Wharton 10-ton at the front and a Rotzler 25-ton at the back, with the EKA 6500 recovery system incorporating a hydraulic-lift crane, capable of a 16-ton suspended tow. 290bhp is delivered from the Rolls-Royce Eagle diesel, although some of the tinwork is showing some surface rust now after 27 years of service. They were commissioned into the Army in 1986. With a 'fully blown' new wrecker costing the thick end of £100-200k, these must be a good buy at £25,000. They were numbered in the 32-35 KE registration series and 333 were built for the British Army.

One of the last Scammell Crusader recovery vehicles passed through the site very recently with very low miles; it didn't stay unsold long at £15,000, as, complete with EKA equipment, these have a very good breakdown heavy haulage record. There is a photograph in Brian Baxter's book 'Breakdown' of a Scammell Crusader lifting and towing a fully-loaded burnt-out, Thornycroft Antar, trailer and tank, a total weight of over 100 tons on suspended tow! This was said to have been the very last Crusader to come out of MoD 'deep storage'.

From the heavy sublime to the agile capable; two machines which arrived recently at Grantham were the Roush Harewood and



Seddon Atkinson became the preferred bidder for the supply of the new 38 tonner after good experiences with the 400/401 series. Ex-reserve 6x4 tractors with left-hand drive and very low miles have a suggested price of £12,500.

the Springer. Each is intended as a load-carrier of between a ton and a ton and a half and both the Springer and the six-wheel Roush have a full roll-over cage to protect their occupants. The Springer is a fast, go-anywhere, go-kart type vehicle, built by EPS (Enhanced Protection Systems), intended to perform the work of a logistics 'mule' for light-weight load delivery and as a casualty evacuation vehicle in an emergency. The Springer is an Israeli-designed, US-built, 4x4 based on the Tomcar. Both Springer and Roush are intended for getting light stores away from a helicopter drop, in a war zone, as quickly as possible. While you aren't going to use one of these for nipping down to Tesco's, they would have many agricultural and leisure uses. They climb serious gradients

and wade happily too, fully laden, with permanent all-wheel-drive on flotation tyres. Sorry, have to give you a price, although I am beginning to sound like a salesman! £12,500 plus VAT. Hell of a lot more fun than a Fiesta!

Returning now to the serious stuff from the 'fun toys', and I don't mean that in any way detrimentally. These small machines in their second life, will not be used in the serious way for which they were designed, which can mean life or death to a soldier. The secondary market is far more likely to be leisure.

Having mentioned the Scammell/Leyland badging issue, the excellent 8x6 'DROPS' Scammell seen here arrived with Leyland-DAF badging. These are rack-loaders, handling most of their loads in pallet form.



A pair of Bedford MJ's piggyback a couple of Land Rover 110s.



Local authority fire engines find their way here too. A quantity of the Norfolk brigade's Mercedes-Benz 1124 machines, with Saxon equipment, finish a line started by a pair of Dennis SS239 machines, one with Carmichael (H578 GDE) and the other Excalibur (J830 KEJ) bodies. £5500 is the suggested price.



One of the final 6x6 Bedford TM 14-16 tonners to come through. It's especially rare as this is a CALM truck, (Crane, Lorry Mounted) loading crane, two-ton.



The ultimate gun-towing vehicle? A 'Matamillydor', an AEC Militant Mk2 cab, grafted on to a Matador chassis. What might have been!

Utilising a hook, they lift a tray-load of equipment on to the chassis, dropping it off at the other end. This way the vehicle chassis can be utilised and moved to different locations, while its load is delivered and the vehicle can move to the next location to collect a new consignment. 'DROPS' is an acronym of Demountable Rack Off-Loading and Pick-up System, which makes the most effective use of the motive power side of logistics. The Scammell/Leyland DAF is considered by the Army to be the lower mobility version (MMLC) while the Foden, of which there were only a few examples on site, is the Improved Medium Mobility loader (IMMLC), and certainly looks it. The Services rate the Foden as versatile for cross-country access as the amphibious Alvis Stalwart.

Passing one of the last Chieftain tanks for sale and a small car park area full of FV180 Armoured Combat Engineers Tractors, a large choice of four-ton flat-bed Leyland DAF standard general service cargos stood, awaiting their new life. Not so long ago, the park was full of Bedford MK four-ton cargos, but these have all been sold and now these second generation four-tonners were on the market. The same applies to the Bedford 8-ton TM. Two thousand were built in a £40 million contract for Vauxhall Motors in 1979. From hundreds that have passed through here, only a few examples remain and only one of the well-loved 6-wheel, 16-ton versions; an Atlas handling crane made these into a very desirable truck.

Top of our 'wants list' was the Tempest, a heavily armoured, mine-protected, personnel carrier built on a Peterbilt artic tractor chassis and fully refurbished to 'as new' for only £125,000. Sounds like a lot of money until you realise how much the MoD will have paid for them. In 10 years' time, we will probably all be reminiscing over a quarter-pint and looking back to the days when you could buy a virtually unused 4-ton truck for £4000!

As requested by many readers, we've now compiled a list of the clubs in Britain dealing with all types of commercials, from light vans up to heavy haulage tractors. If you want your club to be included on our future lists, please drop the editor a line. In addition, an up-to-date list can be found on our website www.heritagecommercials.com

Please remember that when writing to clubs always include an SAE for your reply.

THE AEC SOCIETY

7 Donaldson Drive, Cheswardine, Shropshire, TF9 2NY
Website: www.aecsociety.com

THE ALBION CLUB

9 Edinburgh Road, Biggar, Lanarkshire, ML12 6AX, Scotland
Website: www.albion-trust.org.uk

THE BATTERY VEHICLE SOCIETY

21 Hartley Road, Chorlton-cum-Hardy, Manchester, Lancashire, M21 9NG. Website: www.batteryvehiclesociety.org.uk

BEDFORD DRIVERS & ENTHUSIASTS CLUB

The Griffin Trust, The Bunker, Airfield Way, Hooton Park, Ellesmere Port, Cheshire, CH65 1BQ. Website: www.bedfordenthusiastsclub.com

BRITISH COMMERCIAL VEHICLE MUSEUM TRUST

King Street, Leyland, Lancashire, PR25 2LE. 01772 451011
Website: www.bcvmt.co.uk

CAITLIN HOUSE TRANSPORT PROJECT

Commercial vehicle group dealing with all pre-1993 commercial vehicles in South & West Wales. Email: malcolmkirk@sky.com

COMMERCIAL TRANSPORT IN PRESERVATION LTD

Hazeldene, Crockford Road, West Grimstead, Near Salisbury, Wiltshire, SP5 3RH
Website: www.thectp.org.uk

ERF – see REVS

THE FIRE NETWORK HERITAGE TRUST

Mr Michael Kernan
The Fire Service College, Moreton in Marsh, GL56 0RH. Website: www.fire-heritage-network.org

THE FODEN SOCIETY

Membership secretary
13 Dudfleet Lane, Horbury, Wakefield, WF4 5EX
Website: thefodensociety.org.uk

FORD & FORDSON COMMERCIALS – BLUE FORCE

Blue Force
Membership secretary
PO Box 4812, Sheffield, S36 9WP
Website: www.blueforce.co.uk

FORD TRANSIT VAN CLUB

c/o Peter Lee
Stonelee, Leckhampstead Road, Akeley, Bucks, MK18 5HG
Website: www.transitclub.co.uk

HISTORIC COMMERCIAL VEHICLE SOCIETY

Membership, 305 Limpsfield Road, Sanderstead, Surrey, CR2 9DJ. Website: www.hcvs.co.uk

LAND ROVER DISCOVERY OWNERS CLUB

Membership, Arbons House, Water Street, Lavenham, Suffolk, CO10 9RN. Website: www.discoveryownersclub.org

LAND ROVER FORWARD CONTROL OWNERS CLUB

Web-based only: www.forward-control.org

LAND ROVER SERIES 1 CLUB

Arbons House, 47 Water Street, Lavenham, Suffolk, CO10 9RN
Website: www.lrsoc.com

LAND ROVER SERIES 2 CLUB

Membership secretary
Series 2 Club, BM 7035, London, WC1N 3XX
Website: www.series2club.co.uk

LAND ROVER SERIES 3 & 90-110 OWNERS CLUB

Series 3 & 90-110 Owners Club
16 Holly Street, Cannock, Staffordshire, WS11 5RU
Website: www.thelandroverclub.co.uk

THE LEYLAND SOCIETY

The Leyland Society Ltd
10 Lady Gate, Diseworth, Derby, DE74 2QF. Website: www.leylandsociety.co.uk

THE LINCOLNSHIRE VINTAGE VEHICLE SOCIETY

LVVS Ltd, 91 Victoria Street, Grantham, Lincs, NG31 7BN
Website: www.lvvs.org.uk

THE MECHANICAL HORSE CLUB

23 Parkhouse Road, Lower Pilsley, Chesterfield, S45 8DG
Website: www.mechanical-horse-club.co.uk

THE MILITARY VEHICLE TRUST

24 Conway Avenue, Thornton-Cleveleys, Lancashire, FY5 3JH
Website: www.mvt.org.uk

MINOR LIGHT COMMERCIAL VEHICLE REGISTER

Web-based only
Website: www.minorlcv.co.uk

THE MORRIS COMMERCIAL CLUB

10 Charnwood Road, Corby, NN17 1XS.
Website: www.morriscommercialclub.co.uk

POST OFFICE VEHICLE CLUB

32 Russell Way, Leighton Buzzard, Bedfordshire, LU7 3NG
Website: www.povehclub.org.uk

RELIANT OWNERS CLUB

8 Newton Road, High Green, Sheffield, S35 3HX. Website: www.reliantownersclub.co.uk

REVS (ERF HISTORIC VEHICLES)

21 Tilia Way, Bourne, Lincolnshire, PE10 0QR. Website: www.erfhistoricvehicles.co.uk

THE SCAMMELL REGISTER

45 Norman Road, Ramsgate, Kent, CT11 0DT. Website: www.scammellregister.co.uk

SENTINEL DRIVERS' CLUB

12 Whitebrook Lane, Camerton, Bath, BA2 0PN. Website: www.sentinelwaggons.co.uk

THE THORNYCROFT REGISTER

Frodsham Business Centre Bridge Lane, Frodsham Cheshire, WA6 7FZ
Website: www.thornycroft.org.uk

THE TRANSPORT TRUST

Membership
202 Lamberth Road, London, SE1 7JW
Website: www.transporttrust.com



LAND ROVER SERIES III

With prices currently rising, now could be the time to grab yourself a bargain 'leaver'.

The first Land Rover appeared in 1948 and was intended only to be a stop gap utility vehicle to help Rover get back into full time car production after six years of war work.

Steel was in short supply at the time but aluminium was fairly plentiful – a legacy of Second World War aircraft production – so Rover had designed its new utility vehicle to have the majority of its panels made from this metal, a situation that continues to this day.

Despite Rover's intention of only making the Land Rover for a short time, the firm soon realised that it had a winner on its hands and had to increase production dramatically. In fact, Land Rovers continually outsold Rover's ordinary cars from 1948 until 1963.

New engines and wheelbases were offered on what would become known as 'Series 1', and by 1954 the 100,000th vehicle had left the production line.

The year 1958 saw the introduction of the Series II, which had a wider body together with the 2286cc petrol engine that was initially only available on long wheelbase models.

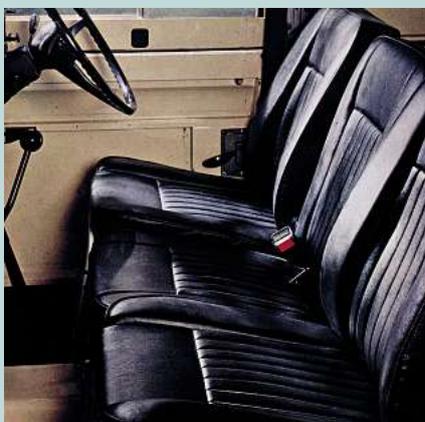
The Series IIA appeared in 1961 and with it the 2286cc diesel engine. The headlights were also moved from the radiator grille to the front wings among other upgrades.

The Series III was launched in September 1971. Basically this was a makeover of the IIA and the most obvious difference was the interior, which had a completely new dashboard with the instruments in front of the driver. In addition, the gearbox had synchromesh on all forward gears and the four-cylinder petrol engine's compression ratio was raised to 8:1. It should be mentioned that there was now also the option of a 2.6 litre straight-six engine on the long wheelbase models, an engine that had been introduced in 1967 on the IIA. Like the IIA before it, two wheelbases were available, the 88in short wheelbase and the 109in long wheelbase.

Other changes included moving the battery from under the seats to under the bonnet, and also a heater air inlet grille on the front nearside wing. The radiator grille was also



Land Rover publicity shot of a 109in Series III pick-up.



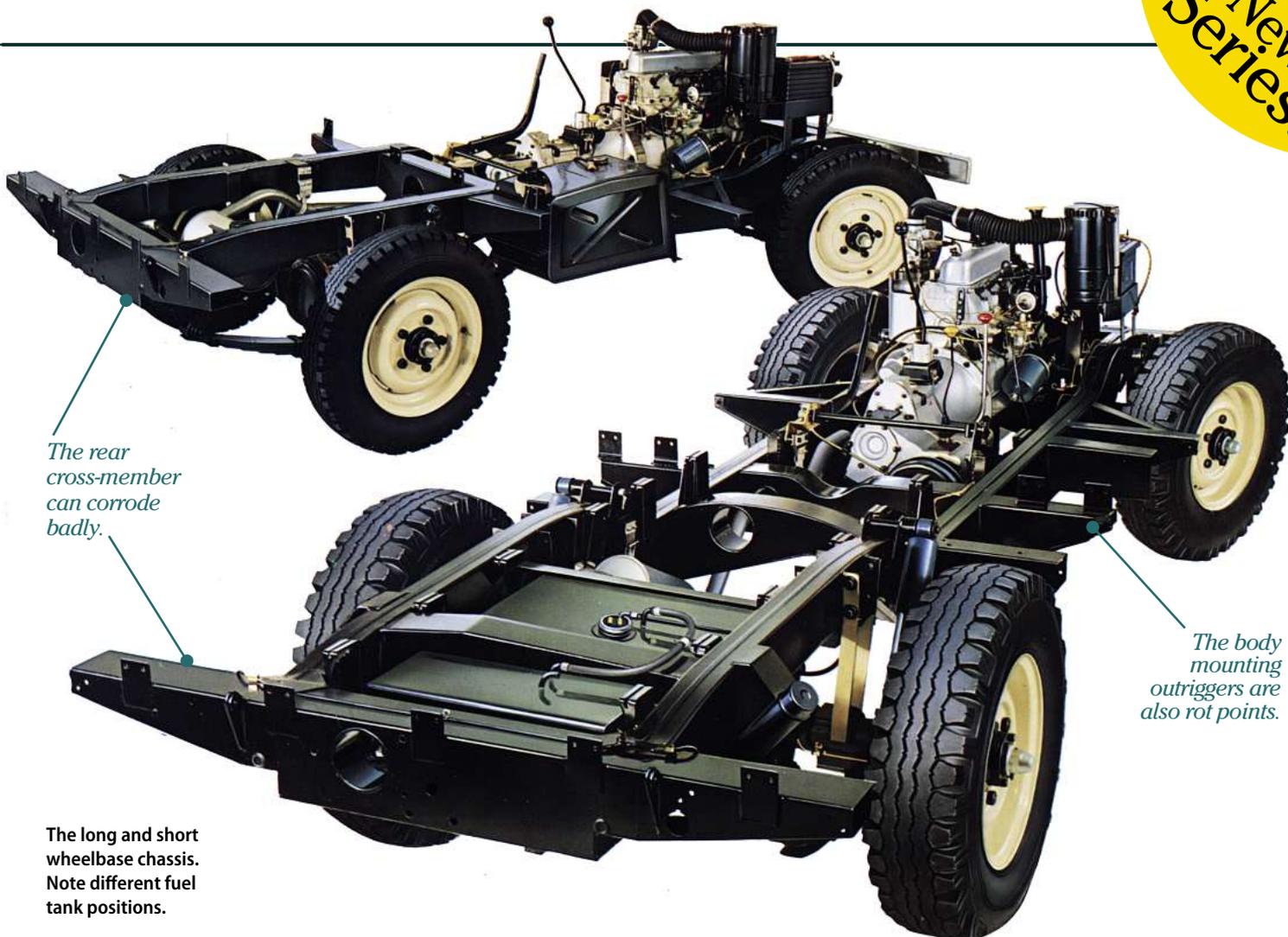
The famous three-abreast front seats. Many get replaced with just two seats from a car.



ABOVE & BELOW: The Series III dashboard compared to the earlier Series II design.



New Series!



The rear cross-member can corrode badly.

The body mounting outriggers are also rot points.

The long and short wheelbase chassis. Note different fuel tank positions.

changed from metal to plastic. There is a myth that this change didn't go down well with the Australians as they couldn't use it to barbecue meat on anymore, but as cooking on galvanised metal is a very bad idea, I can't see that it was a real problem.

One thing that had often been said of the Series Land Rover was that it was underpowered, but this changed in 1979 when the 3.5-litre V8 engine was finally available in the new Land Rover Stage One V8. This vehicle was available until 1985 and had a detuned version of the Range Rover V8, which produced 91bhp as opposed to 135bhp. The Stage One was also the first Land Rover to have permanent four-wheel drive.

In an effort to improve the appeal of the Series III towards the end of its production life, the County version was offered that had much improved comfort levels. A high capacity 109in pick-up truck was also offered.

The standard Series III 109in was finally replaced by the coil sprung 110 in 1983 and the 88in by the 90 the following year.

Altogether somewhere in the region of 500,000 Series III Land Rovers were built. This figure includes CKD vehicles for assembly abroad, military 'Lightweights' and the 109 1-Ton.

CHOOSING A SERIES III

For the purposes of this article we'll stick with just the 'standard' civilian 88 and 109 vehicles. The 109 1-Ton was produced in very

"don't forget that now that the law has changed, more Series IIIs are becoming road tax exempt."

small numbers compared to the other types for example.

The first thing to remember is that these are definitely utility vehicles and compared to modern 4x4s are very basic, noisy and uncomfortable. However, they are fantastic fun to drive and are so easy to work on that there are very few jobs that most people couldn't do themselves. In addition, a Series Land Rover is so versatile. The roof on a hard-top van, for example, just unbolts, allowing you to fit a pick-up cab or canvas tilt – or you could drive round with no roof on at all. And don't forget that now that the law has changed, more Series IIIs are becoming road tax exempt.

Having decided that you want one, you'll have to consider what wheelbase length would be most suitable. For off-roading the 88in vehicle is far less likely to ground in the middle than a long wheelbase vehicle, and is a far more agile machine. Having said that, the long



A Fairey overdrive gearbox and freewheeling hubs were factory options and make the Series III much easier to live with.



A well looked after 88in example with freewheeling hubs, sun visor, Safari double-skinned roof, capstan winch and military 'bumperettes'. Note the heater intake vent on the front nearside wing.

wheelbase makes an excellent load carrier, particularly the late Hi-Capacity truck, and the five-door Station Wagon can carry 12 people.

ENGINE

The four-cylinder 2286cc petrol and diesel engines are both fairly robust units. As usual when inspecting any vehicle for sale, check for excessive blue smoke from the exhaust which indicates the engine is burning oil. Also check that the engine isn't 'breathing'. Start it up and

remove the oil filler cap and there should be no smoke or excessive vapour.

Of the two engines, the instinctive choice for many people would be to go for the diesel version, but having had experience of both I'm not so sure. A 2286cc diesel-powered Land Rover is a very slow vehicle and doesn't actually do that many more miles to the gallon than a well set-up petrol version. Add to that the price difference between petrol and diesel at the pumps and things don't seem so clear cut.

The 2.6 litre straight-six unit is quite rare nowadays and is well known for excessive oil consumption. The V8 is undoubtedly the most complex to work on and obviously uses the most fuel. It does however run on unleaded petrol without conversion or fuel additives, and also makes an ideal candidate for an LPG conversion thus cutting fuel costs dramatically.

TRANSMISSION

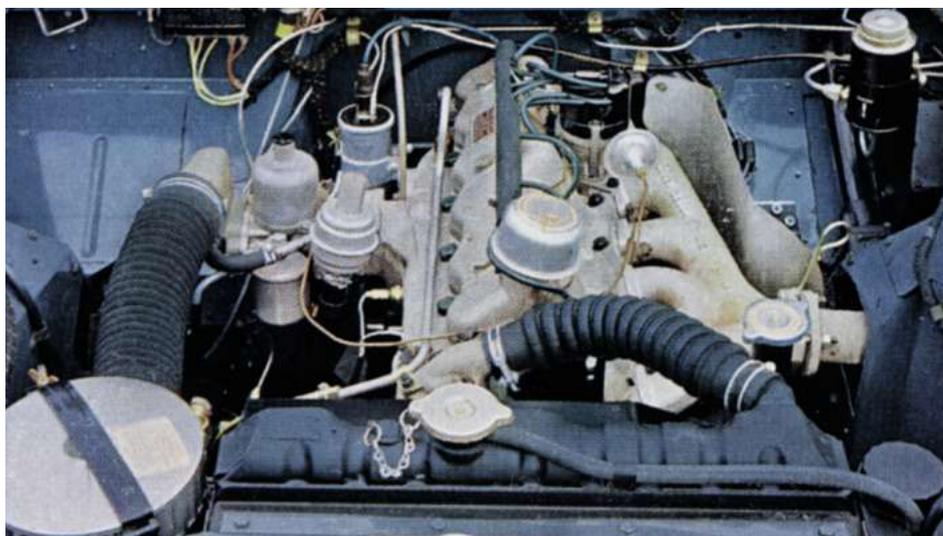
It is well known that the Series III gearbox isn't as strong as the previous Series boxes. However, in normal use they cope fairly well. They do have one very common fault and that's jumping out of second gear. To check, just accelerate in second and then release the throttle. If it does jump out of gear it could just be the detent springs need replacing, which isn't a hard job.

Of all the Series III vehicles, only the Stage 1 V8 was permanent four-wheel drive, and all the others need drive to the front axle selecting manually. Check that this selects with the yellow lever, and while you're at it check that the high-low range changes using the red lever.

The axles are also prone to leaking oil which can lead to differential failure.

MECHANICAL COMPONENTS

Check the universal joints on the prop shafts for wear and also the condition of the leaf springs.



The 2.6 litre engine is well known for excessive oil consumption.



The 2286cc petrol engine is a robust unit and can do 100,000 miles plus if looked after.

The steering will need specific inspection. Make sure it self-centres and isn't too heavy. They do tend to 'wander' slightly on the road but this shouldn't be excessive. Also on the steering check the chrome ball on each end of the front axle behind the wheels for pitting. This is part of the swivel mechanism and it's important that they're in good condition.

BODY AND CHASSIS

Many people still believe the myth that Land Rovers don't rust. This is all based on the knowledge that the panels are aluminium, but they forget bulkhead and chassis are steel and can rot badly if not cleaned and rustproofed regularly.

The bulkhead rots mainly in the footwells and also around the front ventilation flaps and door hinges. Replacement sections are readily available though. The doors also need inspection. The removable doors tops can almost fill up with water and rust through from the inside. New unglazed replacements are available for less than £25 but be sure to use a liberal dose of anti-rust cavity wax on

each and unblock the drain holes before fitting them. The doors actually have aluminium skins on a steel frame that can corrode and crack.

The chassis though needs a really close look. First make sure it's not a mess of welded patches on the chassis rails and outriggers.

Now inspect the chassis for corrosion, paying particular attention to the spring shackle points, body mounting outriggers and rear cross-member. Also feel along the top of the chassis with your fingers for holes. While you're crawling about under there, check for off-road accident damage

OPTIONS

Land Rover had a vast range of options for the Series III from capstan winches to snowplough blades. However, the two I would recommend would be an overdrive and a pair of freewheeling hubs. These items are very easy to fit and improve fuel economy quite a bit. The freewheeling hubs, by the way, disconnect the front diff etc. in the front axle from the wheels. This stops them being turned

Example parts prices

■ Bulkhead chassis outrigger	£20
■ Rear chassis cross-member	£90
■ Galvanised SWB chassis	£1400
■ Clutch kit 2286cc	£50
■ Door top unglazed	£23
■ Rear exhaust silencer LWB	£19
All prices plus VAT.	

What to pay

The Series III has always been a bit in the shadow of the earlier models as regards price. However, as the newest is 30 years old and the earlier vehicles are becoming tax exempt, prices are now rising. Having said that, these are very difficult vehicles to price. Condition is everything, and the factory and aftermarket options that have been fitted will also alter the price. So, the following figures are based on factory standard vehicles.

■ Concours	£5000 plus
■ Condition 1 No obvious faults	£3750
■ Condition 2 Usable with MoT	£1800
■ Condition 3 Runs but needs work	£800

when the vehicle is being driven in two-wheel drive, thus reducing mechanical drag.

FINAL THINGS

It's a shame but these vehicles are prone to theft. You are advised to check that the vehicle has a registration certificate and that the serial numbers on the VIN plate and engine match the document. A check with the DVLA is highly recommended.

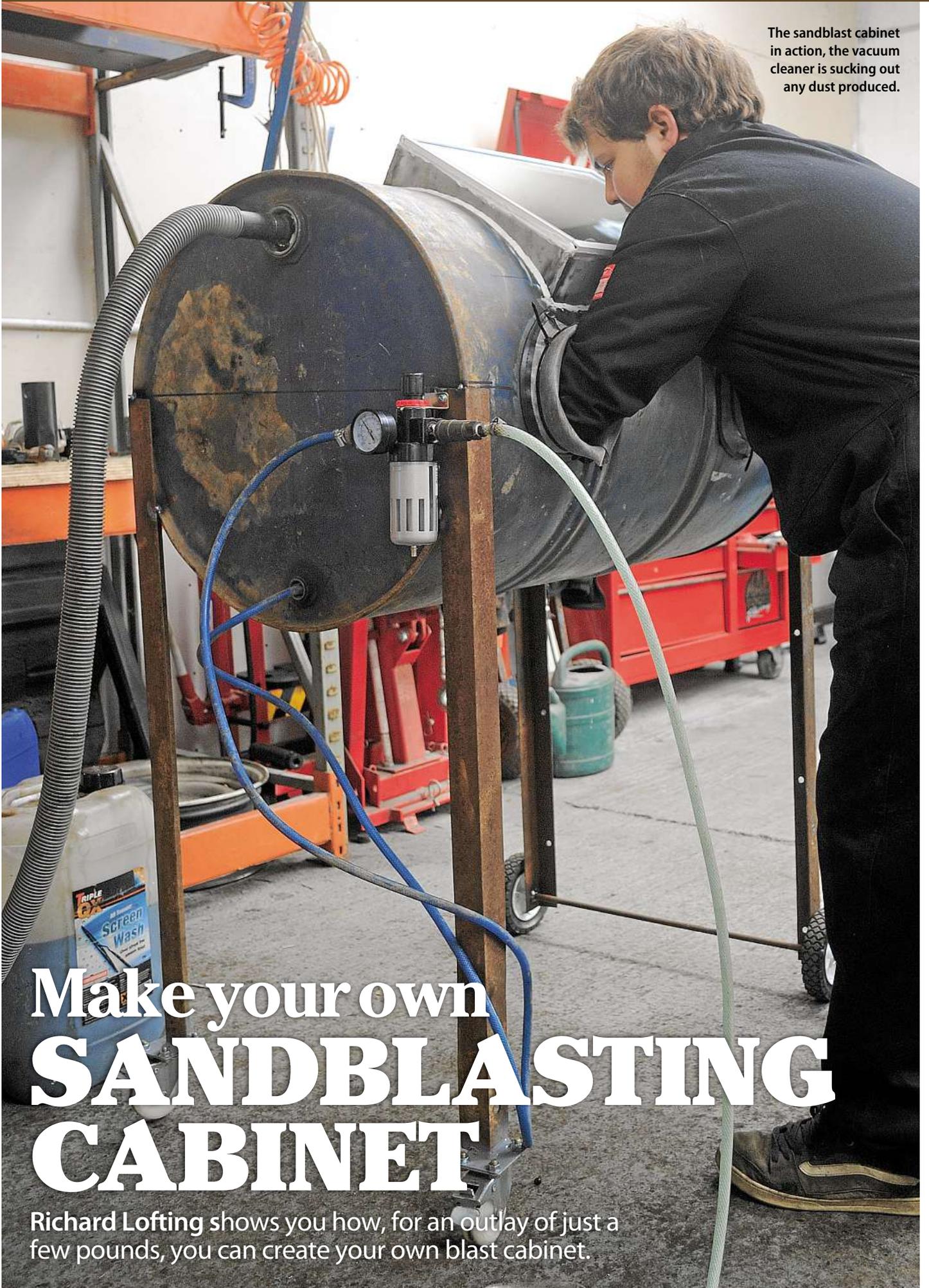


The 109in Series III makes a decent load carrier and towing vehicle.

Join the club

- The Series III & 90-110 Owners Club
- Tel: 01543 424821
- www.thelandroverclub.co.uk

The sandblast cabinet in action, the vacuum cleaner is sucking out any dust produced.



Make your own **SANDBLASTING CABINET**

Richard Lofting shows you how, for an outlay of just a few pounds, you can create your own blast cabinet.



1

After a lot of thought, I worked out that the arm holes had to be at 39in from the ground, the same as my elbow height. Legs were cut accordingly from some old bed irons that I had.

I have several boxes of vehicle parts, hopefully all from the same vehicle, bought on a whim. These parts need cleaning and sorting so that the jigsaw can be put back together again.

Looking online and in catalogues at the current prices of sandblasting cabinets – for what is essentially just a box with a window and a door and two holes to put your hands through – I had to sit down to recover.

With an empty 205-litre barrel rolling around the yard, I remembered seeing, many years ago, a design for a cabinet using such a barrel in a classic car magazine. As you know, most classic vehicle ‘nuts’ like nothing more than a bargain, so here was the solution – for just a few pounds on parts, I would have a blast cabinet.

STARTING POINT

The main measurement in my mind was the height of the arm holes so the cabinet would be comfortable during use. I measured my elbows from the ground which was 39 inches. Using this as a starting point, I worked out the length the legs had to be, and so that the cabinet was easy to move I fitted wheels and casters.

I had envisaged a window of about 12 x 18in; the final measurements were 13 x 18in. I had intended to roll the arm rings from flat sheet until I remembered that we had a piece of stainless steel flue knocking about in the workshop. I merrily chopped two lengths off, intending to true them up on the lathe. I discovered that the flue pipe was just outside the reach of my lathe chuck so went and saw my good friend, Pat Neilson, who has a bigger lathe.

The door aperture was cut to accommodate the largest object necessary. A section was left at the bottom, as in due course I will put a mesh floor in to allow the spent grit to fall through while working. Obviously all barrels have two bungs in them. I positioned the biggest at the top and adapted this for a dust extraction point; the smaller one, at the bottom, allows the air pipe to enter the cabinet via a pressure regulator and water separator.



2

So as not to block the workshop and to make the cabinet mobile I splashed out on some wheels and casters; apologies for the rough welding, I had forgotten to turn the gas on!



3

The window was a flat sheet of glass and the side of the barrel curved so some panel beating skills were required to form the curved flange on the two ends of the frame for it.



4

The sawn edges on the two rings for the arm apertures were machined by Pat Neilson aka Uncle Albert (Only Fools and Horses) on his large lathe.



5

The window framework was tacked together for a trial fit; apart from a few small minor adjustments to the flanges, all was well.



6

The arm holes were cut out with an angle grinder and cutting disc, leaving a small amount of trimming with a sanding disc to get a snug fit with the two rings.



7

Once the holes were to size, I found it would be more comfortable to have the arm rings angled slightly, due to their depth to accommodate the curved side of the barrel.



8

The original idea was to attach the sandblaster gloves on the inside of the rings, but they were long and it is easier to fix on the outside; jubilee clips will replace the cable ties.



9

Once I was sure the window frame would fit into the barrel, all the corners were seam welded and ground back.

BLAST MEDIA

A large selection of blast media is available for use in blasting cabinets. Do not be tempted to use ordinary sand; yes it will do the job but you could end up with silicosis of the lungs.

For soft metals, such as aluminium and zinc, glass beads make a good job, leaving the surface peened and looking like new. The standard grit for use in cabinets is aluminium oxide or silicone carbide, which has really sharp edges. Crushed glass is becoming popular as a blast media as it is cheap and is made from recycled bottles, so helping to avoid unnecessary landfill.

Walnut shells can be used on internal engine components; the advantage of these is that if any fragments remain they aren't abrasive like grit. Soda media is the "new kid on the block". It has the advantage that it leaves a protective film on panels before painting; however, I think it needs a slightly different suction gun.

The gun I used to suck up the media from the bottom of the cabinet was an old recirculating spot blaster that I acquired from somewhere and adapted. This however was not very successful, so I stuck the end of the suction pipe into a container holding the media; this worked perfectly.

SOMETHING FOR NOTHING

Another reason to start this project was when I was asked to refurbish a pair of carburettors on a classic sports car. I knew the best way to clean the exterior was by bead blasting but had no sandblast cabinet, and some of the prices quoted for a box with a window, door and two arm holes seemed outrageous, as already mentioned.

Obviously the now basic blast cabinet needs finishing. For a start, the legs could do with some strengthening and this leads to the possibility of a shelf going under the cabinet to store various bags of media; and an internal perforated floor is on the list. Things like a door latch and an internal light would make the unit more usable.

The final thing would be to give the whole thing a coat of nicely coloured paint – then it would look like a professional bit of kit and be just as useful, judging by the results on the old tractor carb which looked like new. Many more blasting jobs are coming to mind, let alone those boxes of bits.

DRAWBACKS

The only drawback that I have found so far is the fact that to change or collect the grit requires a dustpan and brush; the posh £400 units have a cone underneath to collect said grit, but it is not that much of a chore. I am sure the wife could do with a new flour sieve in the kitchen, as I have 'borrowed' the one she had to sieve out the rubbish so I can reuse the media.

Tools required

- Angle grinder
- Welder (not essential as could be riveted)
- Electric drill
- Hacksaw
- File



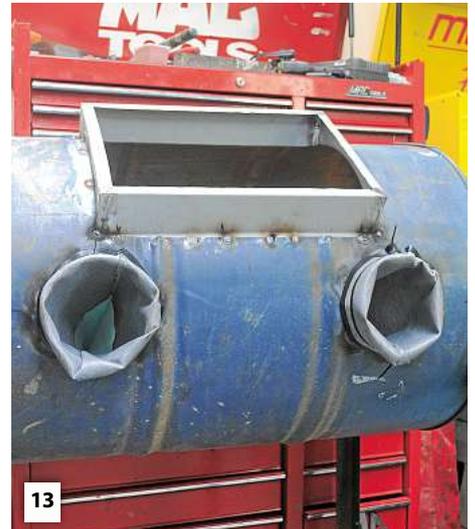
10 The window frame was clamped into the barrel and the two were plug welded together with the MIG welder; if no welder is available, pop rivets would do the same job.



11 The arm rings which are made of stainless steel were brazed into the barrel in several places; if they had been mild steel these too would have been welded in.



12 Here the whole thing is coming together with the window frame and arm rings fixed into place.



13 Both gloves were now fitted, and tested for length etc.



14 The main barrel bung was placed at the top of the sandblast cabinet; a piece of exhaust pipe was brazed into a hole cut in the bung for dust extraction using a wet and dry vacuum cleaner.

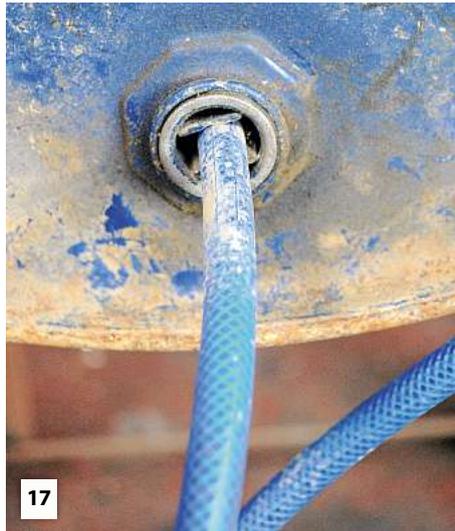


15 Once all the welding had been done, all the new seams were caulked around to seal them to avoid dust in the workshop and allowed to dry.



16

The window and its frame came from a secondary double glazing unit that was being thrown out; I cut the glass to size and stuck it in with more caulking compound.



17

The smaller barrel bung was drilled for the air hose to pass through the wall of the cabinet. I left the pipe longer than required so that I could trim it once the pressure regulator had been fitted.



18

The original intention was to use the piece of steel cut out to make the door, but unfortunately it had been damaged. A new piece was cut out 10mm bigger so it would seal on three sides.



19

The door aperture is large enough for a 16in wheel rim to pass through, so will be okay for most tractor front rims. A length of piano hinge was pop riveted on, a skip find making a nice closing door.



20

On the initial test we discovered that the grit was going into the vacuum cleaner along with the dust, so a baffle plate was attached to the outlet pipe to prevent this.

Costs

- Wheels and casters £10
- Sandblaster gloves (eBay) £9.99
- Pressure regulator (Tool Station) £17.99
- Piano hinge (skip find) £0
- Glass for window (ex-double glazing) £0
- Total cost of parts £37.98

Health and safety

- Cut metal has sharp edges so wear stout gloves
- Welding creates heat and ultraviolet light; protect eyes and exposed skin
- Familiarise yourself with any new tools before use
- Be careful when lifting heavy objects (oil drum etc.)
- Before cutting the door, fill the barrel with water as this will prevent an explosion from any vapours left in the barrel



21

The sandblast cabinet in action, obviously with the door open a temporary halt was made to avoid blasting the camera.



22

The results speak for themselves; this old 24 T2 Zenith carburettor was coming up like new using fine glass bead media, it was almost as if new metal was being sprayed on.

Types of media



Blasting media is available in many forms. Here above is 'honite' glass bead media, ideal for zinc and aluminium castings, giving a peening action to the soft surface. Above right is aluminium oxide, a more general purpose media excellent for rusty steel components; this leaves a rougher surface just right for painting.

Next month

ON SALE NOVEMBER 20, 2014



MANUFACTURER'S HISTORY

In the late 1960s/early 70s the famous British lorry maker Atkinson, found itself an attractive target for a takeover, and ERF or Foden were the favourites to pull this off. Alan Barnes trawls the archives to find out how the winner ended up being Seddon, and then how the newly formed Seddon Atkinson prospered, before disappearing in 2009.

PLUS

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Known simply as The Prestwick Albion, the weathered remains of TYH 799 have been part of Northumberland's stunning scenery for more than 40 years. But thanks to the restorative talents of John Sullivan and Gilbert Dawson – and not forgetting the trust empowered on them by Eileen Armstrong – the 1957 Albion Clydesdale tanker has been restored to its original National Benzole stunning best. Bob Tuck is blown away by both its looks and performance.



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ERF SHOWMANS SPECIAL



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FODDER 400



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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**
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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**.
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Tel. 0191 4100431. Durham

MACK 6X6,



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THAMES TRADER 20



1966 model, 2.5 tons, 4 cyl, petrol, in 2008 it was stripped down to the chassis rails, then rebuilt back to its original state, all new elec wiring. **£20,000 dollars (AUD)**

Tel. Geoff 0411 855255.
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TK BEDFORD TRACTOR UNIT



1965, converted to breakdown, good runner but needs refurbishment,

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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 F7



8-wheeler, very good condition, 95% finished, lots spent on it.

Tel. 07884 348045 for details. Strathclyde

VOLVO F86



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AMERICAN FIRE TRUCK



Stunning, 1950, imported from New Jersey, MoT and tax exempt, **£17,000**

Tel. Albert 01543 572070. W Mids

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

CHEVROLET ASTRO DAY VAN



1997, 4.3l Vortec, one-off Custom 2-tone leather interior, 6 seats, great drive real head turner. **£5500 ono**

Tel. 07861 045336. W Mids

CHEVROLET C10



Stepside, 1964, lots of new stuff, ball joints, springs, battery, wood bed (\$900) etc, MoT and registered, drive away, very clean and tidy truck, lovely to drive. **£9499**

Tel. 07957 950288 for more details. B'ham

CHEVY 4X4 TRUCK



1976, genuine Texas Super Muscle truck! 383, V8, auto, pb, ps, loads spent, **£13,500 obo**

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4x4, MoT July 2015, removable mid gate tow package, all the toys, platinum paint with charcoal leather, family owned since 08. immaculate condition, new brakes, s/h, **£14,995 ono**

Tel. 07970 741996. Gwent

CHEVY SILVERADO 454 CI



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Tel. Neil 07976 240948. Derbys

CJ5 JEEP FACTORY 304



1979, V8, lhd, totally restored 100% no rust, owned for 20 yrs. **£7995 ono**

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DODGE RAM 2500



Pick-up, MoT till Oct 14, needs tlc, good tyres/wheels, drives very well, real power horse, sounds very meaty as you would expect from a Dodge, **£3950 ono p/x possible**

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DODGE RAM CHARGER



4x4 Royale LE, 1993, one owner, Florida car imported 005, fully loaded inc p/w, locks, a/c, HRW, cruise, tilt, velour upholstery, 98k, MoT, s/s exhaust, 4" lift, **£5500 obo**

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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**

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FORD F1



Pick-up, 1951 V8, 390 auto Californian truck, white with red leather seat, UK registered, ready to use, **£20,950**

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New government rules means vehicles can no longer be sold complete with road tax. If there is any road tax remaining on a vehicle you're selling contact the DVLA for a refund. You now have to apply for new road tax whenever you buy a vehicle.

For more info, visit www.gov.uk/government/news/vehicle-tax-changes

We have made every effort to remove any mention of vehicle tax but please ignore any which may have slipped through.

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
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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*

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Pick-up 1981, red in colour, 10 months MoT, 3 months tax, 4.9 litre Straight 6, 3 speed auto, drives nice! £2650 ono
Tel. 07973 348434. *Warks*

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DODGE POWERWAGON



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British Road Services lorry, 1960s, excellent condition, lovely collector's model, not boxed, £50 plus p&p
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1950, and Bedford breakdown lorries, all cranes work, £65 each
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DINKY FODENS



Two 1948 genuine Dinky not recast, one flat bed, one tail board wagon, £125 each inc post
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for sale, Meths fired, nice little engine in very good condition, all documentation present, **£1650 ono**
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'Pride Of The Road' with drawings, hyd test Mar 15, boiler test Mar 15 engine c/w Jones baler with drawings and sit-on trailer, all tools, will consider splitting, **£12,000 ovno**
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BEDFORD K TYPE



tipper, hand crank, 1949, fully restored, **£10,000**
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or RL pair of wings, good condition just need spraying, **£100**
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milling machine, single phase, lots of tooling. **£1650**
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lathe single phase, lots of tooling, **£2500**
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signal arms, 2 No 4ft x 1ft, starter signal enamel arm with blue glass 1 No 24" x 8" overall, all original, offers over **£250**
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Tel. . Eire
gashkaren@gmail.com

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c/w rings (1 used but serviceable) plus 4 Gudgeon pins, now part no. HLX-HLXB 6831H, Offers over **£400 plus p&p**
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Tel. 01202 743006; 0770 2061102. Dorset

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starter motor, reconditioned, plus 6 injectors.
Tel. 07598 308606. Cambs

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(early inline pump model), compressor and pump coupling, £25; starter motors: 1, 24v C.A.V. P/N 1364108 VL 1874, BS524P-216; 1, 12v Lucas P/W MSOG 26388A. No: on external solenoid Lucas 76985A, **£25 each**
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BEDFORD OKM WINDSCREEN



in various states, several Bedford QL, engine, transfer box, radiator, front grill, various other Bedford spares, Austin K2 radiator,
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BEDFORD WC



1937, wheel shot blasted, some rust, Bedford QL engine, gearbox, radiator panels, transferable Bedford OKM, screens, various.
 Tel. 07831 138408. Berks

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

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Demount alloy body, 8ft 6in (L) x 6ft 4-in (W) x 6ft3 (H), ideal for sleeping quarters, £600
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Brand new, 40 x 8, 12 ply, never fitted to wheel, Offers around £400
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driver's seat, will also fit AEC or Albion with Ergomatic cab, offers to
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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
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Transport trademarks

Volvo's circle and arrow has connections to iron – and Mars the Greek god of war.

Some vehicle manufacturers have always used an individual logo or trademark but many have a meaning that few people know. Here's just a few of the stories behind the badges.

Of all the famous logos used in the transport world, one of the most obscure has to be the American Indian chief used by Guy Motors. I could never understand the connection, but the answer is simple.

Apparently it stems from an advert Guy placed in a magazine in 1924 which showed a radiator grille with a load of feathers sticking out of the filler cap, each one representing a repeat order for Guy vehicles. There were so many feathers it looked like a chief's headdress and therefore became the logo – complete with 'Feathers in our cap' slogan.

Another famous British badge is the Griffin used by Bedford and Vauxhall. The origins of this badge go back to the 12th century when King John granted the Manor of Luton to one of his favoured mercenary soldiers, one Falkes de Breaute. His coat of arms was a Griffin, a mythical creature with the body of a lion and the head and wings of an eagle. He later acquired land to the south of the river Thames where he built a house called Falkes Hall. This name was

ABOVE: The Daimler three-pointed star is surrounded by the Benz laurel wreath. Mercedes is the Daimler vehicle trade name.

RIGHT: British soldiers thought Macks were as tough as bulldogs.

corrupted over the years to Vauxhall, and de Breaute's coat of arms became the Vauxhall/Bedford company badge.

Going overseas we have another Griffin. This is the one used by Scania, as it is the logo for the Swedish province of Skane, which is where the company is based.

Staying in Sweden, Volvo has a circle and arrow which nowadays is used as the 'male' symbol. This, however, was originally an ancient symbol for iron and then became used in association with Mars, the Greek god of war, before finally gaining its modern use. Volvo uses it for the iron and steel connection, as

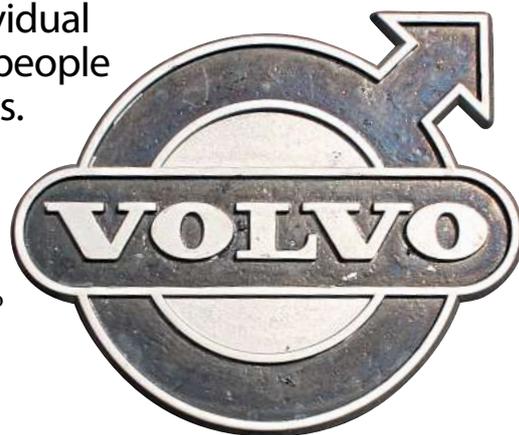
Sweden was, and still is, well known for its steel industry.

In France, Berliet used a stylised American railway locomotive, which was added to its vehicles after a deal with the American Locomotive Company in 1910, while the two chevrons used by Citroen actually represent double helical gears, the manufacture of which was one of Andre Citroen's first business ventures.

Perhaps the best known is the American Mack bulldog – but did you know it was First World War British 'Tommies' who gave this American maker its mascot, after saying that the Mack AC used by the Allies in the mud of France was "as tough as a bulldog"?

Another famous and prestigious badge is the Mercedes-Benz three-pointed star. This was registered by Daimler in the early 1900s and represents Daimler engines being used on land, water and in the air. By the way, 'Mercedes' is only the trade name that the vehicles are sold under. The vehicles are made by Daimler.

Unlike car builders, most commercial vehicle makers never had an individual badge. I think that's a real shame as it just shows that bit of extra pride in the product.



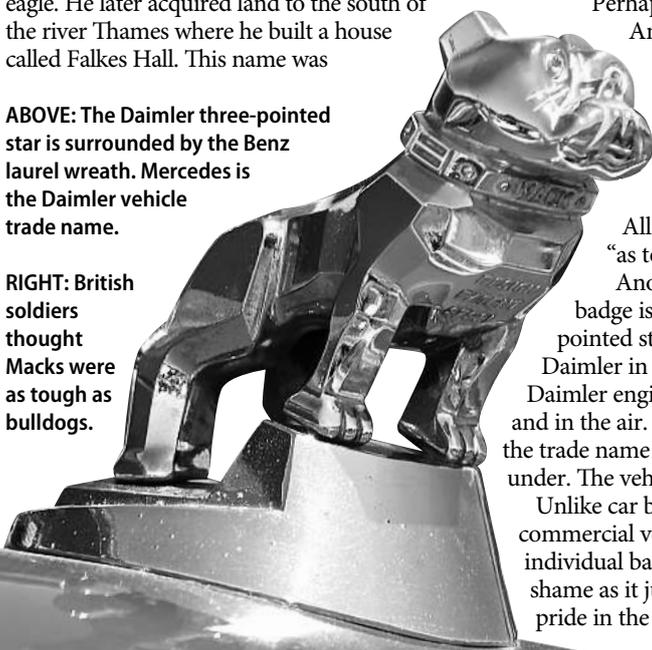
Guy's 'Indian's head' mascot seems obscure until you know the story.



The famous Vauxhall/Bedford Griffin has origins in the 12th century.



Albion carries its 'Sure as the sunrise' on its grille.



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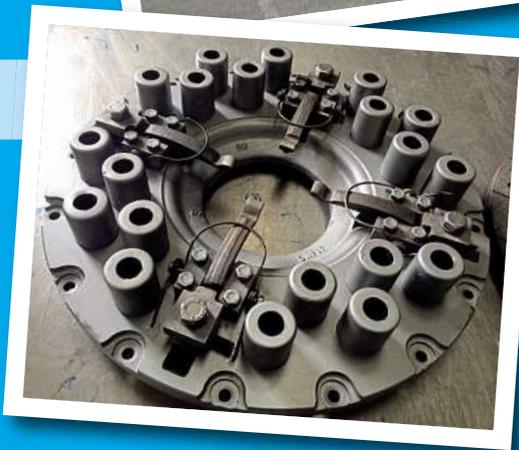
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