

The Volvo F86 story

Heavy Haulage Air Cushion Equipment



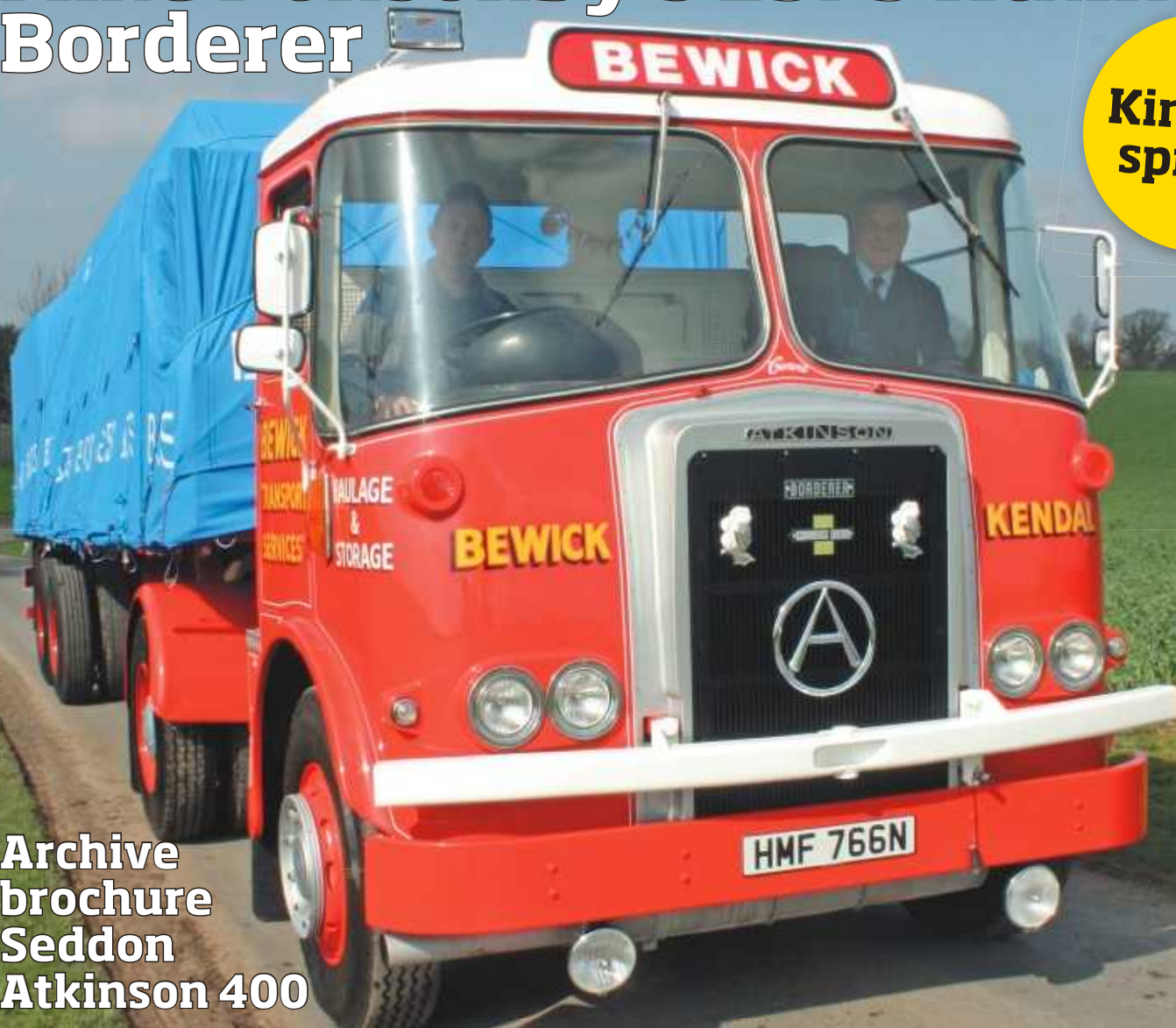
Heritage COMMERCIALS

A WORLD OF CLASSIC LORRIES, TRUCKS AND VANS

JULY 2018 £4.50

Mike Ponsonby's 1975 Atkinson Borderer

Kindred spirits!



Archive brochure Seddon Atkinson 400



Scania 112M



1949 Crosville Beadle mobile publicity unit



Armstrong Siddeley 'ute'

1949



N Gauge

OXFORD
Oxford Diecast - Buses



NWFL001 Weymann Fanfare - Southdown NEW... £6.50

OO Gauge (1:76 Scale)



Britbus - Buses

N6106 Scania Metropolitan double deck bus "Trathens, London" (RRP £31) BARGAIN... £5



Corgi Collectables - Buses



OM46313A Routemaster, London & Country, Route 406, Epsom NEW... £33
OM46313B Routemaster, London & Country, Route 414 - Leatherhead NEW... £33
OM46619A New Routemaster, Go-Ahead London, 88 Camden Town... £34



EFE - Buses

14902 Leyland National MkII Short - "Ribble NBC" (RRP £24.95) BARGAIN... £10



20458 Bristol VR MkIII - "Midland Fox" NEW... £25.46
24332 BET AEC Reliance - "South Yorkshire PTE" BARGAIN... £25.46

Commercial vehicles



21605 Albion Ergo 2 axle flatbed "Harris & Miners" (RRP £19.95) BARGAIN... £8
23605 Bedford TK Luton van "Woodlands Transport Tunbridge Wells" (RRP £19.95) BARGAIN... £8
33701 ERF 2 axles box van "Gestetner" (RRP £19.95) BARGAIN... £8



33702 ERF KV 2-Axle Box Van "Steventon (Royal Venton China)" (RRP £19.95) BARGAIN... £7



34405 AEC MKV 4 axle flatbed "FH Pratt & Co" (RRP £19.95) BARGAIN... £8.50



34406 AEC MKV 4 axle flatbed "Lloyds of Ludlow" (RRP £19.95) BARGAIN... £8
37301 AEC MKV 4 Axle Box Van "Fridged Freight" (RRP £19.95) BARGAIN £8
37501 AEC MKV 4-axle dropside "Briton Steel Ferry" (RRP £19.95) BARGAIN... £8

OXFORD
Oxford Diecast - Buses

76BI002 Beadle Integral Maidstone & District... £15.50



76BI003 Beadle Integral coach - "East Yorkshire" £16.50
76IR6005 Izzar i6 - Guideline / Official England Football Team Coach Collector's Edition... £23
76OWB013 Bedford OWB Belfast... £13
76SB001 Saro Bus Ribble... £15.50

Cars



76IS001 BMW Isetta signal red NEW... £5



76TR7001 Triumph TR7 convertible triton green NEW £5
76VWY006 Vauxhall Wyvern metallic chrome green NEW... £4.50

Commercial vehicles



76BUR006 Burrell Scenic Showmans Loco No. 4030 - Dolphin NEW... £14



76CWT002 Commer Walk Thru crewbus in British Rail yellow NEW... £8.50



76CWT003 Commer Walk Thru London Fire Brigade NEW... £8.50
76DXF001 DAF XF Euro 6 CombTrailer/Container Maritime Transport... £21



76DXF003 DAF XF William Armstrong Houghton Parkhouse livestock trailer NEW... £22
76FB8001 Fowler BB1 16hp Ploughing Engine No.15145 Rusty Dorset. £14.50



76FBB002 Fowler BB1 Plough Engine No15222 Bristol Rover + Living Wagon Dorset... £18
76FCR002 Fowler B6 Crane Wolverhampton Wanderer... £14



76J4001 Morris J4 van - "Royal Mail" NEW... £5.50



76LO001 Leyland Octopus trailer - "Tesco" NEW... £13



76SCT004 Scania Car Transporter - Green Tiger... £30



76SHL01ST Scania Highline Nootboom 3 Axle Semi Low Loader Stobart Rail... £21.50
76VOL4005 Volvo FH4 (G) Flatbed Trailer P McKerral & Co Ltd... £21
OR76ROR003 Land Rover Defender 110 posable rail wheels - "British Rail" - non-motorsed... £6.50

Farming & Construction



763CX001 JCB 3CX Eco Backhoe Loader JCB NEW... £19.50



76JS001 JCB JS220 Tracked Excavator JCB... £19.50



76LDL001 JCB 531 70 Loadall JCB... £16



76ML1001 JCB Major Loader Mk1 Excavator JCB... £20

Military ground vehicles

76CHT003 Churchill Tank 142 RAC Tunisia 1943... £11



76QLD006 Bedford QLD - "Wiltshire Fire Brigade" NEW £12



76SET58 RAF Centenary Set... £42



76SM001 Sherman Mk3 Tank - 10th Armoured division, 1942... £11



76SM002 Sherman Mk3 Tank - Royal Scots Greys, Italy 1943 NEW... £11

1:50 Scale



Corgi Collectables - Commercial vehicles

CC14040 Volvo FH Super Trailer "Currie European, Dumfries, Scotland" (RRP £89.99) BARGAIN... £54



CC16005 Volvo FH, Step-Frame Trailer, Anderson new tool... £68

O Gauge (1:43 Scale)



Corgi Collectables - Cars



VA09523 Ford Escort Mk1 Mexico Sebring Red NEW £24



43EMP002 Rolls Royce silver cloud/hooper empress two tone blue NEW... £21.50



43JAG5001 Jaguar MkV DHC Open Opalescent Silver... £21



43JAG5002 Jaguar MkV DHC Closed British Racing Green NEW... £21



43R25001 Rolls Royce 25/30 - Thrupp & Maberly Burgundy... £21



43RSC002 Rolls Royce Silver Cloud I black NEW... £21.50



43RUB001 Austin Ruby Saloon Maroon... £15



Commercial vehicles



43FDE017 Ford 400E van - "Lotus"... £12



43LR3S001 Land Rover Series III SWB St. Wagon Limestone NEW... £14.50

£4 P&P for 2 or more items

£7 P&P Next Day (Orders before 2pm)

UK P&P £2

All items in stock when advert created. Prices valid until 18/07/18. Errors excepted.

Sign up to our weekly newsletter at hattons.co.uk/maillinglist

Follow us on @hattonsmodels and /hattonsmodelrailways

HISTORY LOST AND FOUND



A great action shot of old from Tim Wayne showing the air cushion equipment in use by Wynns.

Welcome to the July 2018 issue of Heritage Commercials. Of all the features we've put together this month three really caught my eye. The first is 'Blowing hot on cold' by Bob Tuck which starts on page 44. This tells the story of 'Air cushion equipment' used in heavy haulage to lower the weight imposed on bridges and roads by oversized loads. Basically, this is hovercraft technology, and I think it's one of the best ideas I've ever heard of! It appears there were only two outfits made, one utilizing four centrifugal blowers driven by a Rolls-Royce petrol engine mounted in a Commer Maxiload van, while the second used gas turbine driven compressors mounted directly onto the trailer. The sad thing is that despite both being successful designs they appear to have been scrapped, and so are lost forever. Surely at least one could have been saved for posterity, but

it's too late now. At least we've got some fantastic photos to show them at work.

The second feature to really stand out for me this month is Ed Burrows' 'Busman's Holiday' which starts on page 58. This is another famous Walsh Brothers restoration, a rare vehicle restored in record time. And what a vehicle! I know HC doesn't really feature buses, but there are exceptions to the rule, and in this case the Beadle bus had been converted many years ago by operator Crosville into a mobile publicity unit and coach ticket sales office. As I've mentioned before, I really like buses that have been modified to have a second working life, and this one ticks all the boxes for me!

Next, I was also very taken with the Armstrong Siddeley 'ute' on page 66 courtesy of Dean Reader. It's always surprised me that an upmarket car builder such as this would produce

small commercials, but I suppose in the 'export or die' economic world just after the Second World War it's very understandable.

Before I go, I must also mention our cover story, Mike Ponsonby's superb Atkinson Borderer, as I can't look at a Borderer without instantly being transported back to being 16 years old and my first day at work as a lorry mechanic. I'm really pleased the first lorry I ever worked on was one of these classics, although looking back it did seem really old fashioned compared to some of the other lorries in the DMT fleet!

Stephen

STEPHEN PULLEN
hc.ed@kelsey.co.uk



Cover story page 06

06 Kindred spirits

When Mike Ponsonby first made contact with Dennis Smith through the Truck Net forum about five years ago, he re-kindled a connection which he'd first formed when he was a youngster in the mid '80s. Once the pair realised they were kindred spirits, it was no surprise that Mike then went on to re-create a stunning replica of the type of Atkinson Borderer artic ran by Dennis' old firm of Bewick Transport.

14 Ignition

News and events from around the classic commercial vehicle world.

16 Readers' letters

Your chance to tell us a story, ask a question or put things straight.

20 Subscription form

Save money and get your copy of HC delivered to your door early by subscribing.



22 Well-known names

The latest bookazine in the Road Haulage Archive series has recently been published. Mike Forbes gives us a taste of what readers can expect to find within its pages.

26 The F86 story

Alan Barnes trawls the archives to tell the story of a Volvo's iconic F86.

32 From the archives

This month we feature the Seddon Atkinson 400. Did you drive one?

36 Museum visit

The Greater Manchester Fire Service Museum in Rochdale tells the story of firefighting, particularly in the local area. Bob Weir paid a recent visit.

44 Blowing hot on cold

Back in 1967, the use of hovercraft technology was introduced to the ultra-heavy haulage world in the guise of ACE 1 and then ACE 2. They may have denoted their presence with a deafening noise, but the Air Cushion Equipment allowed the Central Electric Generating Board (CEGB) to ensure the movement of some phenomenal weights.



52 A heavier box

Mark Gredzinski looks back at the working life of the Scania R112.

58 Busman's holiday

The quest for something unique to restore over the winter months led brothers Ken and Ray Walsh to a 1949 alloy integral underframe Beadle bus converted by operator Crosville into a mobile publicity and coach tour ticket office.

66 A beaut of a ute

Dean Reader inspects a rare 1949 Armstrong Siddeley Station Coupe.

70 Workshop

Richard Lofting goes through the process of restoring a classic vehicle's steering wheel.

74 HC Marketplace

The place to buy or sell anything related to classic commercials.



BARN PAINT

**FOR BARNES, STABLES,
OUTBUILDINGS, SHEDS
AND FENCING**



**Ideal for
workshops,
sheds, garages
etc. One can
does it all!**



THE SAFE ALTERNATIVE TO TAR VARNISH, BITUMEN AND CREOSOTE



BEDEC ACRYLIC WATERBASED BARN PAINT is a revolutionary product, ideally suited to the protection of exterior wooden, metal and plastic cladded buildings.

- Easy to apply
- Excellent colour retention
- Multi-surface application
- Use on: wood, galvanised steel, plastic, concrete, brick and cladding

For excellent resistance against:

- Cracking, blistering & flaking
- Rain and severe weather
- Rot and algal build-up
- Long lasting finish

ULTIMATE PROTECTION WITH THE ULTIMATE SURFACE COATING SYSTEM!

Available nationwide through Travis Perkins, Ridgeons, Brewer & Sons, Bromborough Paints, Dulux Decorator Centres and Ernest Doe & Sons Ltd.

Call 01279 876 657

Fax 01279 876 008

Email: sales@bedec.co.uk

www.bedec.co.uk

The War And Peace Revival

**24th - 28th
July 2018**

**AT
THE HOP FARM
PADDOCK WOOD, KENT, UK**

**The greatest celebration of
military history and vintage
lifestyle in the world!**

**Kids
FREE!**



Buy your tickets online now or get in touch with the team.

Head over to the War And Peace Revival 2018!

www.warandpeacerevival.com



KINDRED SPIRITS

When Mike Ponsonby first made contact with Dennis Smith through the Truck Net forum about five years ago, he re-kindled a connection which he'd first formed when he was a youngster in the mid '80s. Once the pair realised they were kindred spirits, it was no surprise that Mike then went on to re-create a stunning replica of the type of Atkinson Borderer artic ran by Dennis' old firm of Bewick Transport. But as Bob Tuck discovers, that's not the only Bewick connection that Mike has since acquired for himself.

Of course, it began as a necessity but – in the right hands – roping & sheeting was developed into something of an art form. That may sound a bit OTT as many drivers of old might tell you they certainly don't miss having to struggle with those cumbersome tarpaulins; in all sorts of weather; to drape across all sorts of awkward loads; to then secure with wet stiff

rope; that had to be constantly re-tightened – only for the whole ensemble to be stripped off prior to unloading just a few miles down the road. No wonder you can see why many old salts still raise a glass to celebrate the evolution of the curtainsider bodywork (and ratchet strapping) in its variety of forms.

As we'll explain shortly, Mike Ponsonby sees this traditional art form in an entirely different

way. As founder and driving force behind the head-turning operation of MA Ponsonby Ltd, he currently sees life at the – very – sharp end of things. With the name of Ponsonby, there's perhaps no surprise that he has a huge amount of West Midlands transport DNA coursing through his 40-year-old veins and he has used that background to good avail.

Mike, however, wears two caps. He can see

▼ Mike Ponsonby has recreated a real piece of transport history, right down to the classic roping & sheeting!



Words: Bob Tuck
Photos: Bob Tuck/As stated



Left to right – Mike's dad Mike Ponsonby senior; Dennis and Anne Smith and Mike Ponsonby.

warts and all of modern day transport while at the same time he also appreciates some of the highest of standards emanating from days gone by. A kindred spirit with Mike in both these domains – and many other aspects of transport life – is Dennis Smith who was the founder / creator of the highly respected Cumbria based Bewick Transport. Prior to passing into the ownership of the



▲ Company founder Thomas Bewick, together with his son John, pictured with a Foden steam wagon before the First World War. Photo Dennis Smith collection.



▲ Dennis with his first Thames Trader tipper. Photo Dennis Smith collection.



▲ It was roping and sheeting like this – on the little Albion Chieftain – that later caught Mike Ponsonby's eye. Photo Dennis Smith collection.





▲ Dennis moved his base out to Milnthorpe and for a short time used what was the old sugar warehouse just beside the A6 as his garage / operating centre. *Photo Dennis Smith collection.*

WRM Logistics Group in mid '95, Dennis' fleet peaked at a 100 strong so he too has seen almost everything road transport life can throw at you.

It is fortunate for us that about five years ago, Dennis and Mike began communicating with each other through the Internet forum of Truck Net. And it didn't take too long for the duo to realise how closely aligned some of their thoughts were. In time, this was to spawn the creation of HMF 766N which – seen in the early Spring sunshine – just knocks your socks off. As a fitting reminder of the Bewick fleet of the '70s, visions couldn't get anything better. Or as Dennis puts it: "Doesn't that just bring tears to your eyes,"

But of course, the Ponsonby / Smith / Bewick combo story is a lot more than just that. You betcha.

Out Of Little Acorns

Many who make their mark in road transport often start out as owner-drivers so no surprise that both Mike and Dennis share this similarity. However, while Mike first cut his operational teeth back in '03 at the helm of a Renault Magnum, when Dennis took to the road in January 1968, it was at the wheel of his freshly bought 4-year-old Thames Trader Mark II four-wheel tipper. Dennis had saved up enough funds to get him going when he worked as a trailer mate for Brady's of Barrow-in-Furness. He'd been granted a 'B' licence which allowed him to operate within a 15-mile radius of Tebay Post Office to haul road building materials for John Laing who was

building the stretch of M6 over Shap.

When Mike put down his business roots, he was more than happy to trade under his own MA Ponsonby name as the well-known family has been contributing to the West Midlands transport needs since 1962. With Dennis having the more common surname of Smith, he instead decided to delve into his family's transport roots and resurrect the Bewick name from his great grandfather, Thomas Bewick, who began in the 19th century across in North East England with horses – and then steam.

Neither Mike nor Dennis could rely on their heritage to make a go of things and both faced difficulties in subsequent expansion. Back in the mid '60s, every goods vehicle on long distance needed a hard-to-get 'A' Carriers Licence but once you'd joined such a club (through ownership) then at least you were in a closed shop. However, when Mike started, almost anyone could apply and get an

Operator's Licence so competition was rife.

The adopted home for Bewick Transport was to be at sites in Milnthorpe – just a few miles south of Dennis' home in Kendal – while the South Lakes area was to produce all manner of traffic for the young Mr Smith. He was soon to sell his tipper on and ordered the purpose made brand new Ford D1000 four-wheel flat FJM 400F. Dennis recalls the step into general haulage was to be made after he made contact with Tommy Coward, a Sedbergh based operator who was looking to wind down prior to retirement. A financial agreement was made on the transfer of a highly important 'A' licence (a second one was to follow later) but by June '68, regular 10-ton loads of Libby's finest produce would be a long distance traffic for this smartly liveried Bewick motor.

This proved to be the start of what would be more than 25 years of steady growth that saw Bewick Transport Services Ltd evolve into



▲ An Atkinson loaded with turf from the South Lakes for bowling greens. Bewick did a lot of this work. They changed the livery over the years and this shows such a modification with a strong white band in use. *Photo Dennis Smith collection.*

“ Back in the mid '60s, every goods vehicle on long distance needed a hard-to-get 'A' Carriers Licence ”



▲ Seen about 1981 in Settle Creamery, OJM 480L was the 3rd Borderer bought by Bewick's. It had an Eaton two-speed axle and is recalled for its phenomenal top speed. It was relegated to shunting duties and normally driven by Keith Sykes 'Syclone'. Photo Andrew Burton.

what would become a solid pillar of the paper-moving world. All sorts of vehicles would be used by Bewick Transport but before we turn to the Atkinson Borderer and what Dennis refers to as: "The first real motor we got," let's look at the approach he took to his early days when he adopted the highest standards of appearance; attitude and maintenance of his fledgling operation.

Dennis recalls that when he sold on that first Thames Trader tipper, he managed to get back the original £500 he paid for it. And this was to be a pattern of vehicle disposals as the years went by as folk would queue up to take an ex Bewick motor. Kept clean and smart, maintenance was a priority with these vehicles as was a sympathetic driving technique and – not forgetting – the best attention to how the loads were sheeted and roped.

When Dennis tells us his first two artics were Perkins V8 powered Leyland Mastiffs (running at 26 and 28 tons respectively) we expect him

Last One Standing

ONL 482M was to be the last Borderer worked at Bewick's. With 220 Cummins; Fuller 9509 gearbox and Kirkstall D85 axle it was originally operated by Waugh's on Tyneside as a long term demonstrator. They apparently returned it to Atkinsons because it didn't have power steering. Built in '74, Dennis bought it in January '75 straight out of the Atkinson Service Dept. Club St. Bamber Bridge. The two men he dealt with at Atkinsons were Mike Fairbrother the manager and Joe Wharfe the workshop manager who were both, dyed in the wool Atky men. "We put the unit to work in our McGuffie fleet," says Dennis, "which entailed it running down and back to Daventry each night and then to west Cumbria and back during the day shift. It was a very reliable motor and when it was finally withdrawn from service we refurbished it and it occasionally pulled the recovery trailer while on trade plates." For some reason it was never sold but backed into the bushes and surrounded



▲ ONL 482M being driven by Chris Swindlehurst at an Atkinson gathering in 1988. Photo PM Photography.

by scrap tyres; "Apparently when they were tidying up after the demise of WRM in '02," says Dennis, "they fitted a set of batteries and it fired up and it was driven out after standing a number of years just deteriorating." Good old Atky.

to say they were poor performers. Instead, he talks up the good service that JEC 414H and KJM 150J were to give especially in the hands of drivers like Derek Chambers who gave long service to the company. With such an approach to your hardware, Dennis was giving a reliable long distance service not only with the Mastiffs but also with four-wheelers like a TK Bedford and a second-hand Albion Chieftain. Called 'The Little Knocker,' its four-cylinder Albion engine – and six speed 'box - pattered up and down the main roads of England as a steady revenue earner.

Knights Of His Road

Dennis is the first to say that in his early years, he was to meet all manner of people who helped him progress his fledgling concern. In the domain of buying new / nearly new vehicles, he was to build a very close relationship with the late Malc Woodhouse (senior). In the early '70s, just being able to buy a new vehicle could be something of an ordeal but this Lancaster based dealer had his finger on several pulses and over the years, he was able to make some very good deals for Dennis.

Obviously, the brand new Atkinson

▼ Great shot of HMF 766N when with Crow Carrying. Photo PM Photography.





▲ HMF 766N in Rob Roy Transport colours. Photo Andy Row.



▲ Mike now owns the Bewick Transport Services title.

Borderer MEC 98K – bought through Scott’s of Penrith – was a big step up for Bewick’s and it was perhaps fortunate the ‘take it or leave it’ spec’ on their first Atky was to become a company favourite. “I’m sure it had the 9ft 10in wheelbase,” says Dennis, “the Cummins 205 engine; Fuller RTO 610 gearbox and the Kirkstall BDR (bevel double reduction) drive axle. It seemed to come out quite high geared that one and I’m sure it would do 64mph.”

In total, Dennis thinks that over the years, Bewick must have run about 20 different Borderers. The spec’ varied as Cummins raised their engine outputs from 205 to 220 and then 250 but Dennis reckoned this last bigger engine

was a shade too heavy on fuel. Although again, he refuses to talk a vehicle down instead he prefers to emphasise how some were better than others.

Dennis didn’t get the chance to drive many of his Atkys as he was soon stuck behind a desk at the helm of a swiftly expanding company that was soon sourcing traffic in and out of London and the South East. Drivers were soon employed at places like Daventry and it was as the growing long-distance Bewick fleet was traversing roads like the A5 through Tamworth and Brownhills – and the Hollies car park in particular - that they eventually passed into the eyeline of one Mike Ponsoyby.

As a truck mad youngster soaking up the sounds and visions of the late ‘70s, Mike has strong memories of regular sights of the Bewick vehicles. “I can’t really remember their Atkys,” he admits, “because by the time I first spotted them, they’d be onto using Scania 112s. But it was the presentation of the outfits – the way they were sheeted and roped down – that really struck a chord with me. I loved seeing those red and white Bewick motors.”

Time Moves On

Of course, young Ponsoyby loved seeing all sorts of motors and no surprise that – in time – he’d eventually be at the helm of his own truck.



The Atkinson as Mike bought it in Blakeman colours. It’s hooking up to the semi-trailer which had just arrived from Lincolnshire. Photo Mike Ponsoyby.



▲ The interior of the Atkinson. ►

And again no surprise, that MA Ponsonby Ltd would grow into a 'small, but perfectly formed' operation. Now running 10 trucks (and 15 trailers) this Lichfield based concern can handle anything up to 80 tonnes gross – anywhere in the UK and across into Europe – while their flagship Scania's look absolutely stunning.

The 15 years that MA Ponsonby has been trading haven't come easy and not surprisingly between work and family, Mike doesn't have much spare time. However, sucked into reading the Truck Net forum he eventually joined the various threads which Dennis had been encouraged to write about his time with Bewick. And – as we said – once Mike made the reconnection to his favourite rope & sheet operator of old, the communications between the pair just grew.

The next progression was of course to re-create a Bewick replica and while Mike might have liked to see a period 112 Scania in the old Bewick livery, he decided to turn the clock back to when the Cumbrian firm was putting down its roots with an example of 'their first real motor.' As a donor, Mike was aware that Tamworth based Graham Blakeman's finely restored Borderer HMF 766N could become available. Graham had owned the vehicle since April '05 and in BMS colours (Blakeman Motor Services) it was a distinctive sight on the preservation scene.

This tractor unit was new in February 1975 to the large tanker based operator Crow Carrying Co Ltd. It had been around the preservation scene for quite a few years as Mike has traced a shot of in the Manchester based colours of Rob Roy Transport. It was generally kept in good order by its previous owners while to put it back into the Bewick colours, Mike entrusted the Atky to Jason Flanagan at the Cheadle based concern of Prestcom: "Jason had to fettle the doors a bit and the grill alone had 40 man hours to get into the standard it's in now as it fell to pieces when removed. Generally, the woodwork was in good order, but the biggest issue was removing a bitumen based paint that was on the chassis. Jason is a perfectionist and the truck

“again no surprise, that MA Ponsonby Ltd would grow into a 'small, but perfectly formed' operation.”



was not leaving his shop until it was perfect." The finishing touch of sign writing was down to the talents of the 'fantastic' Steve Evans.

Mike worked closely with Dennis to get the period paint job / sign writing as close to possible to the original. And the 'Bewick vehicle of old' chosen to model the re-creation from was RJM 664M. "I bought this one new in Sept / Oct 1973 from my pal the late Malc Woodhouse Snr," says Dennis. "At the time, we had an increase in traffic out of Bowater Scott's Mill in Barrow to their West Thurrock RDC. The country was going through a bad phase of inflation and equipment was extremely hard to come by. Malc rang me to say he had the chance to snap up an ex stock Borderer from Cicely Commercial in Blackburn (prior to them becoming Mercedes dealers). The downside was that instead of a discount, I had to pay a £250 premium on the price."

This Atky actually shares the same spec' as the ex Crow Carrying donor one being Cummins 220; David Brown six-speed box and Seddon Group axle. After RJM was painted and lettered, it went straight onto double shift - running to Daventry and back during the night and then working local / medium days at home. Dennis recalls problems with both the gearbox and back axle although confirms it never failed



▲ The only concrete reminder of its first service on fuel haulage with Crow Carrying is this sign in the back of the cab.

on the road before it was sold (for decent money of course) about two years later.

Time Warp Unveiled

Mike was to buy the period 33ft York tandem axle semi-trailer from Andy Eldin in Lincolnshire in October '16: "That was in perfect order," says Mike, "as all it needed was painting." Regular readers may recognise this particular semi as we featured it with Andy's ERF 64GXB in HC December '12 issue while prior to that, it was owned by Len Janes (HC October '10). To get the look just right, Mike went to Tony Beals in Scotland for the 'Bewick' sheets and created a dummy load in the style the company of old could well have carried.

Like all preservationists who re-use an old company's livery, Mike was conscious about getting permission from whoever owned the Bewick Transport name. Dennis had sold the company in '95 to WRM Logistics who then dropped the Bewick title in favour of referring to their Kendal based operation as WRM Paperlink. That company operated until December '02 when it ceased trading.

Dennis was aware of this mis-fortune to his old business but decided to search Companies House to see what had actually happened to the Bewick name. It came as quite a surprise that the name and title was sitting dormant on the shelf waiting to be purchased. So, no surprise that when he appraised Mike about this, our Litchfield based man quickly paid the relevant dues to become the new official owner of Bewick Transport Services Ltd. Great stuff.

The first big asset of the freshly launched BTS company was of course the freshly restored HMF 766N. And while there was no bright ribbon to drive through, on Saturday 14th April '18, Mike invited a select few to gather together at his premises in Litchfield to see the Atkinson Borderer in all its glory. This saw Dennis and his wife Anne drive south from Kendal while Mike's father – Mike Senior – joined yours truly to help



▲ The 33ft York tandem axle semi trailer really completes the picture.

record this very special day.

Even the weather played ball and seeing – and hearing - that Borderer drive towards us made the hairs on your neck just tingle. While Dennis had been updated with a photographic progress of the restoration, it was the first time he'd seen the fully complete combination and naturally the emotional juices were certainly flowing.

He took no persuading to climb into the Atky cab and while it was probably more than 40 years since he'd last been at the helm of a Borderer, he couldn't resist the shortest of drives. Of course, yours truly also had a similar stint on the private roads surrounding the Ponsonby base and the motor just felt great. It

looked good; the Cummins engine sounded fantastic but due record should be made to the creaking sound of the cab doors as they opened and closed. You can always tell how good a restoration has been done by creating such a movement and this motor passed with flying colours.

This new outfit is great to see but its stunning presentation is perhaps no surprise. As both Mike and Dennis discovered themselves as kindred spirits, the high standard of turn-out of a Bewick motor in 2018 just had to match the ones from 1974. The Bewick company owners (from those two different eras) agree on nothing less. ❖



▲ Dennis adjusting the ropes around the back of the load to make them tighter. You'll have to ask him why this arrangement is called 'Scotchman.'

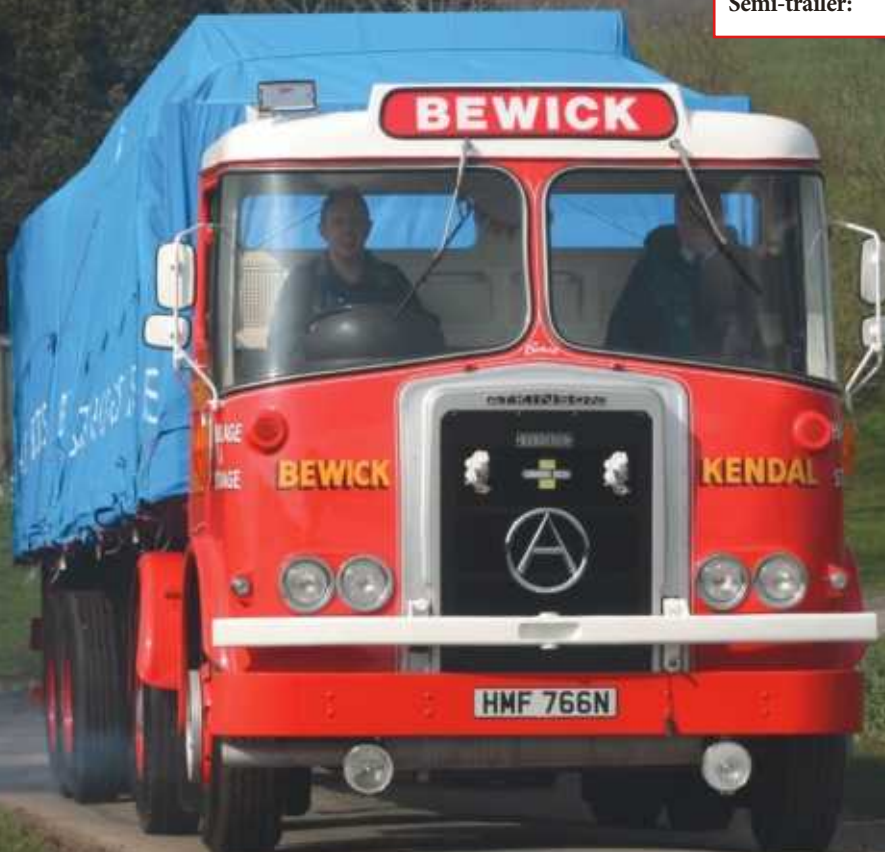


Specification

Make / Model: Atkinson Borderer T3446C

Chassis No: 29167
Year: 1st registered 1.2.75
Registration: HMF 766N
Engine: Cummins NH12 220bhp
Gearbox: David Brown 6-speed
Gross combination weight: 32 tons
Top speed: 60mph
Fuel returns: 10mpg – estimated
Semi-trailer: York tandem axle 33ft

Out on the road!



**GLOUCESTERSHIRE
VINTAGE & COUNTRY
EXTRAVAGANZA**

3rd, 4th & 5th August 2018

**South Cerney Airfield
CIRENCESTER**

Information Line: 01453 890891 www.glosvintageextravaganza.co.uk
A SVTEC fund raising event Sat Nav Ref: GL7 5QD

**HOLLOWELL
STEAM 2018
32nd YEAR
AND HEAVY HORSE SHOW**

7th & 8th JULY

40 STEAM ENGINES & 20 HEAVY HORSES

Miniature Steam : Bands
Tractors : Cars
Military : Lorries
Fair Organs : Fairground
Tea Tent : Market Stalls
Motorcycles : Barn Engines
Fire Engines : Buses

Reptiles : Birds of Prey
Hounds : Rifle Shooting
Working Area
Archery : Model Boats
Stilt Walkers : Model Tent
Pets Corner : Arts & Crafts
Childrens Entertainers

Find us just off the A5199 between J1 of the A14 & Northampton

SATURDAY ONLY: GATES OPEN 9.00am
AUCTION OF VINTAGE & COLLECTORS ITEMS
Adults £10 Children £5
O.A.P.'s £8 each day

SUNDAY ONLY:
FUN
DOG SHOW

For further details PHONE OR FAX on (01604) 505422 or VISIT OUR WEBSITE www.hollowellsteam.com

Retro Truck Show

8 - 9* September 2018

A Show celebrating some of the UK's leading truck manufacturers including DAF, Scania and Volvo

- Range of modern classic trucks from 1970 to present
- Trade stands
- Camping onsite

Book discounted tickets online

*Gift Aid Annual Passes and any other promotional vouchers are NOT valid on Sunday 9 September 2018.

**BRITISH
MOTOR
MUSEUM**

**£15 ADVANCE
VEHICLE
ENTRY**

FOR ONE DRIVER AND
PASSENGER

britishmotormuseum.co.uk

J12 M40 . Gaydon . Warwickshire . CV35 0BJ



MY DAD - JIMMY WADDELL

Lynnette Waddell recalls the life and times of her father Jimmy who was on the road for almost 60 years.

1938 – 2018



▲ Jimmy Waddell



▲ Jimmy drove this Albion Reiver early on in his life for Tucker's.



▲ The AEC drawbar outfit Jimmy drove for Golden Wonder.

You might have known my Dad, Jimmy Waddell, as he always used to talk about his 'pals' on the road. Some he kept in touch with after he retired from Tesco at Livingston - about three years ago when he was 76 - but he'll never forget all the others he waved a hand to as they passed by as he loved what was almost 60 years he spent on the road.

He passed away in hospital on 28th May '18 when aged 79 although I can still see him doing a crossword just before his passing so in the end, things seemed to be a bit sudden. Mum and Dad had been married for 55 years.

My Dad's driving career started after he left school and took a job with the Co-op driving the grocery van around rural areas near East Calder and Kirknewton. After doing his National Service in Germany he went on to drive for Tuckers of East Calder

for the next 10 years. This was the start of his long distance driving and he loved "going down the road." Staying in digs and meeting other drivers was all part of the fun. His load could be anything however - rags, paper, flour and whisky were common ones.

In the late 1960s he took a job at Golden Wonder in Broxburn and I was born not long afterwards. As a youngster, I can remember going with him on Saturday mornings down to Scotch Corner to swap trailers. I sat on a blanket on the engine and my job was to change the half gear and I felt terribly important. Dad got one of the new drawbar outfits that Golden Wonder ordered in the early seventies. It seemed huge and a lot of the drivers were not keen on them. I remember him driving past a row of cones on the motorway and saying to me "watch this" then he flicked every second cone over with the drawbar trailer.

After 17 years at Golden Wonder he went to Safeway for a few years and then to his final job at Tesco. Never keen to stay "around the doors" he always tried to get the longest run possible whatever the weather. When a heart attack in Campbeltown (one of his favourite runs) kept him from driving for six months he worked making maps to help new drivers find Tesco stores and loading bays. He "retired" aged 65 and was back at Tesco the next week as an agency driver for another 11 years.

My Dad had a good life. He had lots of other interests with his ideal day being spent on his push-bike riding off somewhere so he could photograph lorries. He leaves myself, my Mum Dynah, many friends and a huge collection of lorry photos. For Dad, the journey was the destination.

Morris Leslie Classic Auction



▲ The ex-Cadzow 1974 ERF LAG160 sold for £4,240.



▲ This 1955 Albion Claymore FT27AL has been owned by the same enthusiast for 25 years. It sold for £12,296.



▲ The 1975 Atkinson Black Knight failed to sell.

It was a bumper weekend for classic commercials at Morris Leslie Classic Auctions, writes Bob Weir. Held on Saturday April 28th, the sale attracted a large and knowledgeable crowd.

Pick of the commercials was a 1955 Albion Claymore FT27AL. Chassis number 71772B is well-known on the show scene and has been owned by the same enthusiast for 25 years. The diesel lorry entered the auction with an estimate of £10,000-£12,000 and sold for £12,296.

Other standouts included a 1975 Atkinson Black Knight that failed to sell, and an ex-Cadzow 1974 ERF LAG160 that found a buyer at £4,240.

Report by Tim Bolton



▲ The Foden ballast tractor was one of six built for British Rail.



▲ This Bedford TL tractor unit with Scammell coupling made £3400.

NEW ANNUAL SALE BY H J PUGH & CO

Down in London a couple of events took place on Saturday May 19th, but for dedicated followers of auctions Hazle Meadows, Ledbury was the place to be.

H J Pugh & Co have traditionally held an auction sale on the Saturday after the Malvern Garden Show to sell off surplus exhibits from the event and so had a claim on the date. This year it was decided to add commercial vehicles, tractors and plant to the items on sale and such were the number of lots that three sale rings operated simultaneously. Not a great number of commercials but an interesting mix and as this was billed as the first annual sale no doubt entries will improve in future years.

First to go under the hammer was a Bedford TL tractor unit with Scammell coupling, with some flaking paint and minor rust patches a repaint would transform the Bedford. From an opening bid of £1,000 it was quickly sold at £3,400.

Two examples of the once ubiquitous TK followed, a flatbed in reasonable condition and a smart dropside with third trailing axle both failed to find new

owners. A similar fate befell a TM tractor unit, even the delightful sound of the two-stroke diesel and a new cab failed to make a big enough impression.

Three vehicles from the same vendor stood side by side, all having been imported (or re-imported) from Australia and all in restored condition - the vendor now downsizing. First up was a 1926 Bean flatbed on pneumatic tyres and with electric lighting, the cab with windscreen but open sided. From a £10,000 start it sold for £13,000. Although built within a year or two of the Bean, the US built Ruggles was even rarer and much less sophisticated. Although having tread to the tyres these were solid examples, at the rear two tyres sat on a single wide rim, and the cab had neither windscreen nor doors. Despite its potential as a rally exhibit the Ruggles didn't generate the interest that the Bean did, perhaps it was the fact that it's an almost unknown in the UK and went unsold. Moving on twenty years, the Studebaker flatbed had the benefit of right-hand drive (as did the previous two) and would be much more driveable in modern conditions. From a £4,000 start it soon sold at £5,600.

In the early 1960s British Rail ordered six S21 ballast tractors from Foden and these were mainly used to transport steel sections from rail goods yards to local factories. To see one from that last batch up for sale would be something, but two being offered within five weeks is remarkable. The example on offer had been extensively restored to a high standard and finished in correct British Rail colours and livery, its history together with a photograph of it at work related on display on the windscreen. From a £10,000 start bids rose slowly to the selling price of £16,000, within £1,500 of the price Roy Morgan's equally splendid example made in April.

A nicely restored Dennis Dominator with high sided tipper body was another fairly rare item and unfortunately one that just failed to get to the asking price.

So, some hits and some misses on this first collective vintage and classic commercial vehicle sale, I can't wait to see what next year brings.

Prices quoted are hammer prices, a very modest buyer's premium of 5% plus VAT needs to be added to get the final prices.



▲ The Dennis Dominator tipper was rally ready.



▲ The Ruggles and Bean had both been brought to the UK from Australia.



▲ The Studebaker sold for £5600.

THORNYCROFT FIRE APPLIANCE

I read with great interest Richard Pullen's fascinating article on 'Keeping the Military Moving' in May's edition of Heritage Commercials. The Essex Fire Museum is currently undertaking a research project, the intention of which is to identify all Essex fire brigades' motor fire appliances from 1900 to 1941 - the year that local brigades were replaced by the National Fire Service (NFS). We have established that the Rayleigh Fire Brigade had a very unusual six-wheel Thornycroft pump. This machine - EV 2986 - was registered in Essex on 18th July 1931. It would appear that it might well have been one of the 25 Thornycroft vehicles that were built for the military in 1924, as described in the article.

It is probable that this machine, when 'demobbed', found its way to leafy Essex to end its days putting out fires and transporting newly-weds partway on their honeymoon, as can be seen if one types in Rayleigh Fire Brigade into You Tube. It would seem that this machine lost four rear wheels. This is not surprising as the need for twin rear wheels in fire brigade roles was not as great as that for the military. Also, local councils



were very conscious of saving ratepayers' money, if they could reduce the need to replace expensive tyres they would readily have done so.

I have attached our image of the

Thornycroft which I hope you find interesting.

**Mick Ford, Essex Fire Museum,
Grays Fire Station, Via email.**

GEARBOX THOUGHTS

I enjoyed your piece on crash boxes and double-declutching in the June 2018 issue. My only cavil is the suggestion that double-declutching was a high art. It may be now, but forty-five years ago, every driver could do it, because we had to. Mind you, I did get enjoyment from it, and I agree that a gearshift could be sweet. And I can actually remember a particular day going south through central Wales, and shifting all the way down to second in the nine-speed Fuller I was using in my LV ERF when approaching a T-junction, just for the joy of doing it. That was a run we used to do from Porthmadog down through central Wales to South Wales to pick up coke in a 30ft tipping trailer. The return trip through Dinas Mawddwy involved a long climb that ended in a one-in-five turn to the left, which needed the rarely-used crawler. I used to worry all

the way up the hill that I might miss the gear!

One of the most enjoyable trucks I ever had was a 2800 Daf with a 13-speed Eaton. I had one for a year doing Middle East, and then again for a year at Cadwallader. Clutchless shifts were a breeze!

Drivers might have been able to double declutch, but a surprising number of truck journalists were hopeless at it - some of them quite famous! I remember going to an MAN launch when they still offered a choice between a 16-speed ZF (heavy synchro box) and light 13-speed Eaton-Fuller. They asked me which I preferred and, of course, I said the Eaton, but I was the only one of the journalist group who did. In any case, it soon got dropped from the option list as drivers became steadily deskilled.

The deskilling of drivers is whole other topic. Back in about 2001

(approx) I wrote an opinion piece in Motor Transport in which I said that increasing automation in transmissions would make drivers less engaged with their trucks, and would also make the job less interesting (and, of course, satnav and mobile phones have more-or-less killed it, in my opinion!). I got some stick from my friend Ian Norwell at Merc since I had just tested a semi-auto Actros. But another old friend, Phil Spittle - once my transport manager at Caddy's, but later a big cheese at Stobart - said that he was amazed at how much worse drivers were now than they were back then, so maybe I was right. And I have long thought that the reason US car drivers are generally so poor is because they all drive automatics, and thus are less engaged with their vehicles.

**George Bennett,
Founding editor of Truck & Driver
magazine, Now resident in USA,
Via email.**

GATHERING OF THE CLANS



▲ An Albion and an Atkinson from the well-known preserved fleet of Scottish Haulage company, Tennant of Forth.

The Solway Vehicle Enthusiasts Club's 2018 'Gathering of the Clans' event was held on Sunday 22nd April at the Lockerbie Truck Stop, Dumfriesshire.

This free event goes from strength to strength and attracts a very large crowd who have a large choice of modern trucks & vintage lorries, not to mention vintage cars & stationary engines to look at. Add a Truck Stop with excellent food, throw in a Pipe band and, in Scotland, you've got it made!

This is a 'turn up and display your vehicle' event so if you want to display your pride and joy, look out for the date of next year's event, I'm sure you'll be welcome.

The organisers are to be congratulated on their ability to hold an event like this while the Truck Stop goes on with its regular business, no mean feat.



▲ McPherson Engineering displayed this piece of American metal at the show. I think it's an International, anyone know anything about it?

The event raises funds for many worthy causes in Dumfriesshire, well done to the S.V.E. Club!

Alex Saville, Via email



▲ Young Mike Ponsonby's well known fleet of Scania's now have a rival in their midst! Mike has painted this Atkinson in the livery of Dennis Smith's Bewick fleet as a tribute to Dennis and the company. In its day Bewick Transport's well turned out vehicles turned heads everywhere they went, just like Mike's do today.



▲ Tongue in Cheek Toyota 'Roadtrain' from nearby Elvanfoot, Lanarkshire. Eat your heart out, Eddie Stobart!



▲ Amongst the various vehicles W H Malcolm displayed was this Thames Trader. I drove a flat lorry at the S.C.W.S just like this, makes me feel old to see it. (Wait a minute, I am old!)



▲ Moss Bay Transit visited from Workington. Observe the appropriate load on the back!



▲ Alan Reid brought this Leyland along from Maybole, Bill Reid, organiser of the Ayrshire Road Run, came along riding shotgun. Considering it's age this lorry is in very good condition and a credit to its owner.

MINI GEARBOX

I would like to make comments on the article 'Mini Gearbox Swop'. If you are swopping a gearbox on a Mini it is essential to check the clearance on the idler gear by fitting the clutch housing to the gearbox. This should be done with a new gasket and then assembled with another new gasket

when doing final assembly. Also, there is no need to remove the bell housing to fit a primary gear oil seal as this can be done in situ. My final comment is I do not share your love of silicone sealer as if it squeezes into the oil pick up hole disaster is not far away.

Godfrey Bellwood
Northallerton.

S SILK TRANSPORT



Line-up in the early days – Proctor, Dennis and Vulcan.

In January's issue of *Heritage Commercials* I was particularly interested in the article on the Proctor. I started my apprenticeship at a Seddon and Bedford agent in Leicester, and we had a customer called S Silk Transport of Kirby Muxlow. They operated Proctors, and we were involved in the servicing as a lot of the running gear was the same as the Seddons.

I remember we had a Proctor come in on the Friday night loaded, and we had to fit a reconditioned Perkins engine and have it up and running for Monday morning – which we did.

A lot of the traffic for Silks in the 1950s

and 60s was building by-products from the coalmines in the Leicestershire area such as drainpipes and earthenware.

Silks were originally coal merchants and operated a selection of trucks over the years – Proctor, Guy, Vulcan, AEC, ERF, and Bedford TK and TL. The later ERFs were artic.

Proctors were a bit thin on the roads around the Leicester area and there was only one more operator I can remember and that was Jackson Transport of Wigston, who was a contractor to En-Tor-Cas, sports ground contractors. Hamblins were the local dealers.

Colin Chesterman
Groby, Leicester



▲ A selection of 4- and 8-wheel Guy and ERF.



▲ ERF on the M1 bridge.



▲ AEC Marshal.



▲ Albion, Dodge Perkins, ERF.



▲ Three ERFs.



▲ Atkinson eight-wheeler.

GO STRAIGHT TO THE TOP!

I am an avid reader of your great magazine, and I wait with baited breath each month to read it. The Leyland Redline brochure in the April 2018 issue really struck a note with me. Between 1969 and 1976 I worked for Brittain Group firstly as an apprentice and latterly as a salesman. The FG was the best seller, and every dairy and bakery had them in their fleet. We had a dealer network

around Ireland as well as retail sales.

A funny story. A dealer named Dick Grace from Tipperary was one of our dealers. At times there were problems with spares due to strikes in the UK. A customer of Dick's had an EA van with a broken windscreen, and due to supply problems we had not got a replacement in stock. Due to a strike in the UK we could not get one from there either. So, Dick rang Lord Stokes, who was head of

Leyland at the time. Lord Stokes arranged for one to be taken off the production line and sent to Dick. Dick always said to go straight to the top to get satisfaction! He was right!

I have a Leyland, but it is a bus, and it has Terrier running gear. I am currently in the process of restoring it.

Philip Fyfe
Co Cavan,
Ireland.

SUBSCRIBE TODAY

ON THESE SPECIAL OFFERS

OFFER 2. UK PRINT EDITION

UP TO **SAVE 16%**

12 ISSUES FOR THE PRICE OF 10*

→ NEVER MISS AN ISSUE → FREE DELIVERY DIRECT TO YOUR DOOR



3
EASY
WAYS
TO ORDER

1 ONLINE
shop.kelsey.co.uk/hcm

2 POST
Fill in the form and send to: **FREEPOST RTKZ-HYRL-CCZX**,
Heritage Commercials Subscriptions, Kelsey Publishing Ltd.,
Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG

3 CALL OUR SUBSCRIPTION TEAM
01959 543 747 & quote offer code HCMP0618
Hotline open: Mon - Fri 8am - 6pm.

*UK Direct Debit print offer only. Pay just £45 (saving 16%) for 12 issues.



A 1955 AEC Mercury four-wheeled tanker in the Arrow Bulk Carriers fleet, LBU 99 – registered in Oldham, presumably by the supplying dealer – the driver positioning the vehicle to take on a load from the storage tanks. This was used to deliver smaller loads of latex to customers which could not take an eight-wheeler or artic load.

WELL-KNOWN NAMES

The latest bookazine in the Road Haulage Archive series has recently been published. Mike Forbes gives us a taste of what readers can expect to find within its pages.

The names of some transport companies are well-remembered by many of us, as their vehicles were to be seen far and wide on the roads of Great Britain, as well as in their own localities. These companies have taken their place in transport history, their vehicles instantly recognised wherever they go. Although many of them have been swallowed up by more-or-less faceless combines and their names consigned to history, we still remember them. Their vehicles appear in enthusiasts' books and magazines.

Here we present a small selection of images from the latest bookazine in the series, 'Well Known Names' which covers 14 different well-known transport operators: Arrow Bulk Carriers, British Salt, Crow Carry Co, R Hanson & Son Ltd of Wakefield and Chapel-en-le-Frith, London Brick Company, Market Transport Ltd, Fredk Ray, John Rhind, Ribble Cement, Smith of Maddiston, Spiers of Melksham, Turners of Soham and Tyburn Tankers. A couple of them are still in business, with the same name, if not the same livery, while the



▲ Crow Carrying Co was still putting new Scammell Highwayman tractor units into service with matching tank trailers in the 1960s, like 808 XWC (Essex, 1963). Another Scammell tank trailer, separated from its unit, can be seen to the rear, its front coupling propped up on a barrel as there were no landing legs fitted.

others have mostly been sold to one group or another and disappeared within the corporate whole.

This is a shame, certainly as far as we enthusiasts are concerned. Gone are the individual liveries, many recognisable even from a distance. Names which were known and trusted by their customers and others they came in touch with have been swept away, often by meaningless group logos. Dealing with centralised management has often done away with face-to-face contact and the personal touch – although I'm sure their managements would be quick to disagree...

By chance, those covered in this volume include perhaps a disproportionate number of tanker operators, but that's just a matter of the photographs which have come to hand. They also include a couple of own-account fleets, only transporting the company's own products. The hauliers featured were based in different parts of Great Britain, from Scotland to the West Country.

Two of the firms we look at, Crow Carry Co and John Rhind, became part of the Transport Development Group, known to many as TDG, which grew out of the General Lighterage Company in 1957. Other companies featured became part of the Calor Group, United Transport and other combines, while Turners of Soham still remains family-owned and controlled, with more or less the same livery for nearly 40 years.

The people who ran the companies we look at weren't always angels. There were those who thought transport regulations were only for the others and some who treated their staff badly, but the majority were well-respected in their day, both locally

▼ John Rhind (Transport) was based in Aberdeen. The company's URG 365 (Aberdeen, 1962), fleet no 7, was a 'Power Plus' LAD-cabbed Leyland Octopus. It is in the brighter livery, believed to be light grey (or possibly silver) and red, which replaced the original dark grey, after the company was taken over by Charles Alexander. It is carrying a load of reels of paper on its platform body, a good back-load from the south, for the local Aberdeen newspapers.



▲ Hanson took over the long-established Sam Longson company, of Chapel-en-le-Frith, which specialised in the haulage of limestone. The company's livery was retained, albeit in Hanson style, with tippers and tankers, on ERF and Atkinson chassis, like Seddon Atkinson 400, fleet no 598, ODT 585R (Sheffield, October 1976).



◀ The Fredk Ray fleet (the name was always abbreviated like this), based in Leighton Buzzard, contained several Bedford TM artic units, like fleet no 228, VMJ 943S (Luton, August 1977), named after a British river 'The Gade', like the company's other vehicles. This had the narrow version of the TM cab and is seen here with a trailer-load of stillages of motor parts, regular work for the Ray fleet, in front of a Leyland Marathon and curtain-sider in Unipart colours.





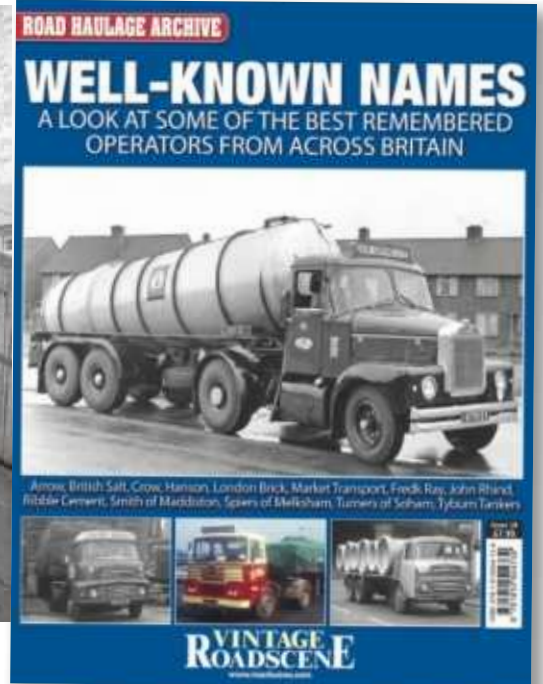
▲ The 'Smith for Service' legend on the headboards of the vehicles of J & A Smith of Maddiston Ltd will be remembered by many enthusiasts across the country. Here is a nice overhead shot of a Bedford TK artichoke, fleet no 775, TWG 635 (Stirlingshire, early 1962), carrying the name of subsidiary Alexr Scott (Contr) Ltd, Glasgow on the doors. That's a substantial load on its four-in-line trailer for a TK to be hauling.

and nationally.

There is plenty of historical information available about some of the companies, thanks to various transport historians, and a search on the Internet will usually turn up plenty of information even if you sometimes have to be careful to sort the facts from unreliable memories. Sometimes there is a

book or article from a past magazine, from which you can extract the information and put together a reasonable history of the company in question. However, there are gaps as some companies' histories have become lost over time.

The pictures in this Road Haulage Archive issue all come from the archives of Phil



▲ The latest issue of the Road Haulage Archive series, price £7.95.

Moth of PM Photography, to whom we are most grateful. They show a wide variety of vehicle makes and types, illustrating the effects of the individual preferences of different managers. Those were the days – and this is probably a large part of why we are all so enthusiastic about the lorries of the past. ♦

▼ Spiers of Melksham became known for running a fleet of AEC Mandator artichoke units, rebuilt with sleeper cab extensions, on long distance general haulage, like ex-Amoco fleet no 35, OYO 142R, lined up in the yard with others, with a neatly roped and sheeted load on its platform trailer.



ON SALE NOW!

WELL-KNOWN NAMES

A LOOK AT SOME OF THE BEST REMEMBERED OPERATORS FROM ACROSS BRITAIN

£7.95
inc p&p



A LOOK AT SOME OF THE BEST REMEMBERED OPERATORS FROM ACROSS BRITAIN

Including: Arrow, British Salt, Hanson, London Brick, Market Transport, Ribble Cement, Spiers of Melksham, Tyburn Tankers and more.....

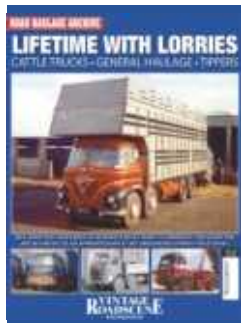
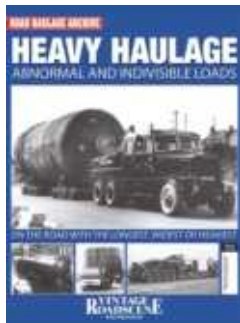
The Road Haulage Archive is published every two months and contains 100 pages packed full of nostalgic photos and detailed information from our archives. Subjects include famous manufacturers like Seddon and Thornycroft, well-known operators such as Tate & Lyle and the Post Office, or a review of a particular industry or type of transport, for example heavy haulage, municipal vehicles or fairground transport. You can buy individual copies at WH Smith and other high street retailers, order single copies, including back issues, from the publisher, or take out a regular subscription and save 10% on the shop price.

BACK ISSUES - the following issues are still in stock - others are sold out SORRY.

(for more detail on content see descriptions on website)

Issue 2 British Road Services (BRS).....	£6.50	Issue 12 Circus Transport.....	£6.50
Issue 7 Red Van, Green Van (Post Office).....	£6.50	Issue 13 The Light Brigade (vans & pick-ups).....	£7.95
Issue 8 Heavy Haulage.....	£6.50	Issue 14 Tipping the Balance (tipper lorries).....	£7.95
Issue 9 The Rare Ones (lesser known makes).....	£6.50	Issue 15 Through Irish Eyes (Irish RT).....	£7.95
Issue 10 Lifetime with Lorries.....	£6.50	Issue 16 Timewarp Transport (Malta).....	£7.95
Issue 11 Tanks for Everything (road tankers).....	£6.50	Issue 17 Body Language (CV bodywork).....	£7.95

All prices include postage & packaging to addresses in the UK, see foot of page for overseas price information



SAVE OVER 16% WHEN YOU SUBSCRIBE!

6 issues per year for £39.99, post & packaging included, saving over 16% on the price in the shops

You can order any of the above by going on line or by telephoning our customer services department;



ON LINE

Current Issue and Back Issues go to <http://shop.kelsey.co.uk/category/BOOK/HC>

To subscribe go to <http://shop.kelsey.co.uk/suboffer/rhas>



TELEPHONE (in all cases)

Call: **01959 543 747** – lines are open Mon-Fri 8.00am-6.00pm

For overseas rates and prices please go to <http://shop.kelsey.co.uk/promotion/overseas>



THE F86 STORY



LNL 465E was the first F86 to be sold by Ailsa. It was sold to Thomas Hutchinson Transport and was later restored by Volvo for display at their headquarters in Gothenburg. *Photo Volvo Trucks.*

Alan Barnes trawls the archives to tell the story of a Volvo's iconic F86.

In 2017, to mark the fiftieth anniversary of the entry of Volvo trucks into the UK market, the company produced a limited edition of their FH 4x2 and 6x2 tractor units. In a striking gold on black or black on gold livery just fifty of these trucks were produced as the 'Ailsa' Edition acknowledging the company which was responsible for introducing the Volvo truck to the UK in 1967.

By the mid 1960s Volvo had already established its reputation in the Scandinavian and European truck markets and had spread its wings further afield achieving healthy sales in South America and South Africa. Here the traditional bonneted designs were widely accepted but there was a growing demand for forward control models and Volvo responded with the introduction of their F cab versions

of existing models and the new tilt cab TIPTOP versions of some of the trucks in the range.

The new Volvo F86 was introduced in the summer of 1965 as part of the company's 'System 8' renewal program which was essentially an upgrade of the entire Volvo truck range. The development of the F86 had stemmed from the previous Viking and L4851 models but although the new truck bore a close resemblance to the tilt cab TIPTOP series, beneath the exterior lay a new engine, a new gearbox and a host of component upgrades including stronger chassis, improved suspension and new braking and steering systems.

The chosen power unit was the 6.7-litre 195HP TD70A six-cylinder diesel engine which was paired with the new Volvo R50

gearbox which gave eight fully synchronised forward gears in two ranges and a single reverse gear. The standard rear axle on the model was a single reduction hypoid-bevel design but for the UK market an alternative double reduction axle was offered.

Volvo Trucks did not have a significant presence in the UK market until Scottish businessman Jim McKelvie visited the Volvo factory in 1965 shortly after the introduction of the new "System 8" range. He had a deep knowledge of the transport industry and at this time had recently sold his own transport business to the larger Transport Development Group. An astute businessman he was now looking for a new business opportunity and during his visit to Volvo he was quick to see the potential of the new 'System 8' range, especially the F86 tractor unit.

Having run his own haulage fleet he was certainly aware of the difficulties that fleet operators faced with extended delivery times for new vehicles and inadequate after

Words: Alan Barnes
Photos: As stated

VOLVO'S ICONIC F86



▲ An F86 and Highway trailer during a Commercial Motor road test. Photo Stilltime Archive.

◀ Volvo brochure shot showing the F86 cab interior.



▲ Volvo TD70A engine illustration from the F86 brochure.

sales support and service. While Volvo had established factories in other parts of the world such as Brazil, to produce locally built trucks his plan was to establish a business



▲ This F86 was the only Volvo on the Anglia Heavy Haulage fleet. Photo Rodney Smith.



▲ A Volvo F86 operated by Nolan Interstate Transport in Australia. *Photo Darren Nolan.*

which would import suitable models and offer a comprehensive dealer network and support package. As Pat Kennett observed; “It could be argued that he did not always succeed in that aim but there can be no doubt that an unusually high standard of service was made available which, coupled with the well proven reliability of the trucks themselves, very soon began to build a first class reputation for the Swedish maker, in the highly competitive and critical UK markets.”

Ailsa Trucks

Having concluded a deal with the Volvo truck division Jim McKelvie and his associate Jim Keyden, who had been Managing Director at Pressed Steel in Linwood, established a new company initially called Fereneze Construction but this was later changed to Ailsa Trucks, which was based at Barrhead in Scotland. A network of dealers was established, and these included well respected names such as the Tait family in Haydon Bridge, John Billows in Northampton and John Hebb in Lincolnshire. Towards the end of 1966 the first demonstration F86 was brought to Britain under the Ailsa Trucks banner. As Commercial Motor noted briefly in their 30 September 1966 issue; “Volvo trucks are to be sold in this country from next January. A new company based in Glasgow has been set up as importers and concessionaires within the United Kingdom for AB Volvo. Its name will be Ailsa Trucks Ltd. In the first instance the model sold will be the F86 which will sell at approximately £3500 as a 32 ton gross tractive unit.”

With that brief news item, the arrival of Volvo trucks in the UK was announced, an event which was to herald a new era not only for this new market but also for the company themselves. In a little over five years the UK market would grow rapidly to become as large as Volvo’s domestic market in terms of truck

sales and by 1979 the UK would become the company’s largest market anywhere in the world. A remarkable period of growth which all began with the import of a single F86 demonstrator.

The first F86 to be sold in the UK was chassis number 1927 which was built in March 1967 and registered as LNL 465E, was sold to Thomas Hutchinson Transport based in Northumberland village of Wark. The new Volvo was sold through Tait (Tipper Sales) Ltd in Haydon Bridge who managed to convince customer Tommy Hutchinson and his son that the F86 would be preferable to the Seddon that they had been considering. That was despite the lorry being the first to be sold in the UK, had no track record in this country and was more expensive. Either Mr Tait was a great salesman or the Hutchinsons had an eye

for a great lorry - perhaps a measure of both. Following a test drive, during which the F86 delivered a tremendous performance, the sale was concluded and the F86 was duly delivered to Wark.

Used on general haulage and timber work the F86 remained in service with Hutchinsons for over ten years during which time it was joined by another four F86, four F88s and a G88. In 1978 the lorry was sold not to another operator but back to Volvo as the management at the Irvine factory wanted to acquire the first UK Volvo, and some years later it was fully restored and displayed at the Volvo headquarters in Gothenburg.

Commercial Motor again reported on the coming revolution in November 1966; “F86 imports will start next year. Three will be brought in at the beginning of January and 100 are expected to be available a month later.” The specifications for the forward control four-wheeler tractive unit rated at 32 tons were little changed from the models being produced for the Scandinavian and Continental markets. The UK tractor had a wheelbase of 9ft 10 inches as opposed to the more usual 11ft 2in wheelbase of the ‘standard’ models and the imported vehicles were built as right-hand-drive, a configuration which Volvo had already produced in limited numbers for sale in other parts of the world.

The F86 Down Under

Indeed, the F86 quickly ‘spread its wings’ with demonstration models being put through their paces during field trials in Australia in 1966 as reported by Truck and Bus Transportation magazine; “A pilot batch of the model F86 chassis has been distributed here by an Australian company, Swedish Motor Importers of Mascot, News South Wales. Managing Director, Max Winkless, said that for a starter only the F86 model will be introduced for an ‘Australian conditions’ trial period. Four chassis have already gone into service on line-haul service between



▲ An F86 rigid with a York drawbar trailer on a Commercial Motor road test. *Photo Stilltime Archive.*



▲ Long wheelbase eight-wheelers were developed at Irvine.

Photo Bill Reid.

Melbourne and Adelaide with a large nationwide fleet. High mileages will be clocked up in a short time as the vehicles are to be worked almost non-stop. Statistics will be compiled on component life, performance, maintenance ratings and other aspects in design evaluation." Interestingly the bonneted version the N86 was not imported into Australia.

Initially three F86 4x2 tractor units were imported for assessment with two of these being put into service with Mayne Nickless and used for long haul interstate work. They proved to be virtually unbreakable, a testament to the high standard of the Volvo design and engineering. It also seems that one of these vehicles was still in service some ten years later having clocked up over 994,000 miles.

In due course Swedish Motor Importers established a Volvo assembly plant at

Wollongong in New South Wales which also featured a complete integrated Volvo Truck service centre. This centre carried a full range of Volvo spares and accessories while company branches in Brisbane and Adelaide also carried smaller stocks of parts. Marketed as "Europe's toughest truck is Australia's most profitable investment" Volvo were certainly confident in their product offering a six month, no mileage limit guarantee on the F86.

As in Europe and the UK the F86 was well received by Australian operators and by July 1970 a new company, Volvo Australia Pty Ltd, had been formed to support the truck, car and bus sales and to strengthen the Volvo brand. The company was established in Sydney occupying two converted warehouses but in under a year it had relocated to new purpose-built facilities. Expansion continued and in 1972 a new manufacturing plant was opened at Wacol in Queensland for the assembly of Volvo

bus and truck chassis. At that time these facilities were the second largest Volvo truck assembly plant outside Sweden.

The F86 proved to be a success in Australia from the outset and although essentially designed as a 32ton distribution truck its applications seemed endless. During its production years in Australia the model was upgraded and improved, and 8x4 rigs were added to the original tractor units. To meet the needs of the Australian market the range of tractor units was expanded from the original basic 4x2 to include two 6x2 models, a 6x2 twin steer, a 6x4 and two versions of an 8x4. The last Australian F86, Chassis Number 500699 was sold on 21st December 1979. A number of these hard-worked vehicles have survived including a fine 1968 example, believed to be the earliest survivor, with chassis number 6437, which was donated to Volvo by Sharman Transport of Long Plains in South Australia and which has been restored and is displayed at the Volvo Chullora, Sydney facility.

▼ An F86 tanker and single-axle trailer. Photo Volvo Trucks Archive.





▲ The first of six F86's for TNT (QLD) Pty Ltd in Australia.
Photo Australian Volvo Truck Heritage Group.



▲ London Brick ran a large fleet of artic and rigid F86s.
Photo Andrew Mortlock.

In the UK media

In the UK Commercial Motor published a full road test of the F86 tractor unit in March 1967 the correspondent commenting; "I am certain that this is an excellent vehicle for Ailsa to start with. General performance was well up to the standard of comparable British machines. Very good figures indeed were obtained for fuel consumption and braking and added to these points in the F86s favour, the cab is a well-designed and well-built unit and the level of noise from the turbo charged engine is well below what one would expect from a vehicle of this class."

After the test, which included town driving and stretches on the A6 and the M1,

the correspondent concluded; "There is not much that I can find to criticize on the F86 and I found the vehicle most enjoyable to drive. I have already praised the gearbox design....I found it much more satisfactory to have the two-range layout used by Volvo than a splitter-type transmission or two-speed axle."

Favourable mention of the F86 cab was also made; "The Volvo cab is a very strongly constructed item, it has to be to meet the Swedish laws on cab strength and is well equipped with instruments, winking lights, buzzers and so on. High capacity heating equipment is fitted and items not normally standard on goods vehicles include door-mounted arm rests for the driver and

passenger, electric operated windscreen washers and a special position for a radio. A comprehensive tool kit is provided which is fairly important for British users as the nuts and bolts on the model are metric sizes."

Such positive comment no doubt helped the 'new kid on the block' to overcome any reservations that UK operators may have had about buying a 'foreign' lorry. Early sales were steady rather than dramatic with under 200 being sold in 1967 but in 1971 Volvo sold 850 units and aimed at selling 1250 vehicles in 1972. They were proving to be just as suitable for the owner driver running a single unit as the fleet operator, and the support provided by Ailsa Trucks did much to enhance the F86 image.



A restored 1978 F86 in Australia. Photo Australian Volvo Truck Heritage Group.

As well as importing trucks, by 1972 Ailsa Trucks had also begun the assembly of six- and eight-wheel chassis with double drive versions of the F86 for the UK market, and eventually extended their range to include a double deck bus. The company had opened an assembly plant at Irvine in Ayrshire where the bus and coach chassis development took place. The production of variant truck chassis began initially at Barrhead and then later at Irvine to produce models designed specifically for the British market, in particular eight-wheelers, 6x2 rigids and military 4x4 versions.

The prophetic words of the Commercial Motor correspondent that the F86 was “an excellent vehicle” proved to be very accurate and in a few short years there were thousands of these lorries at work on the roads of Britain. In the main they were 4x2 artics but other models which were already in widespread use in other countries began to appear in this country. These included the F86 rigid four-wheeler designed to work with a drawbar trailer. One such outfit, operated by Nelson Freight Ltd, was made available for testing to Commercial Motor early in 1972 and the lorry paired with a York DB16 drawbar trailer was subject to testing at the MIRA test grounds as well as on the open road. Once again the comments about the F86 were positive; “The Volvo is a most likeable vehicle which is as easy to drive as many light vans. Above all it is quiet and forgiving and good fuel consumption taken together with a very high payload capacity makes the vehicle very attractive to operators.”

By 1972 Ailsa Trucks had become large enough to be absorbed as a subsidiary company into the AB Volvo Group and two years later Jim McKelvie left the company to embark on yet another new venture. The impact he had made on the UK transport industry and the standing of Volvo in the UK market was certainly substantial and had provided the Swedish company with a solid platform for further success. His death in 1977 was mourned by countless friends across the industry but his introduction of the Volvo F86 to the UK market left a lasting legacy on this country's transport history.

A lengthy 15 year production run for the F86 came to an end in 1978 with the introduction of the new Volvo F7 Series models. Economic to run, competitively priced and with an impressive comfortable cab it was no wonder that the Volvo F86 made such an impact on the UK transport industry.

The use of information and photographs from Volvo Trucks, the Volvo Museum, Commercial Motor, Truck and Driver magazine, Bob Tuck, David Hayward, Andrew Mortlock, Australian Truck & Bus Transportation magazine, Vintage Roadscene and the Australian Volvo Truck Heritage Group is gratefully acknowledged. ❖

► A Volvo FH16 'Ailsa' Edition Gold together with the lorry that started it all.

Photo Volvo Trucks.



▲ F86 long wheelbase cattle truck. Photo Bill Reid.

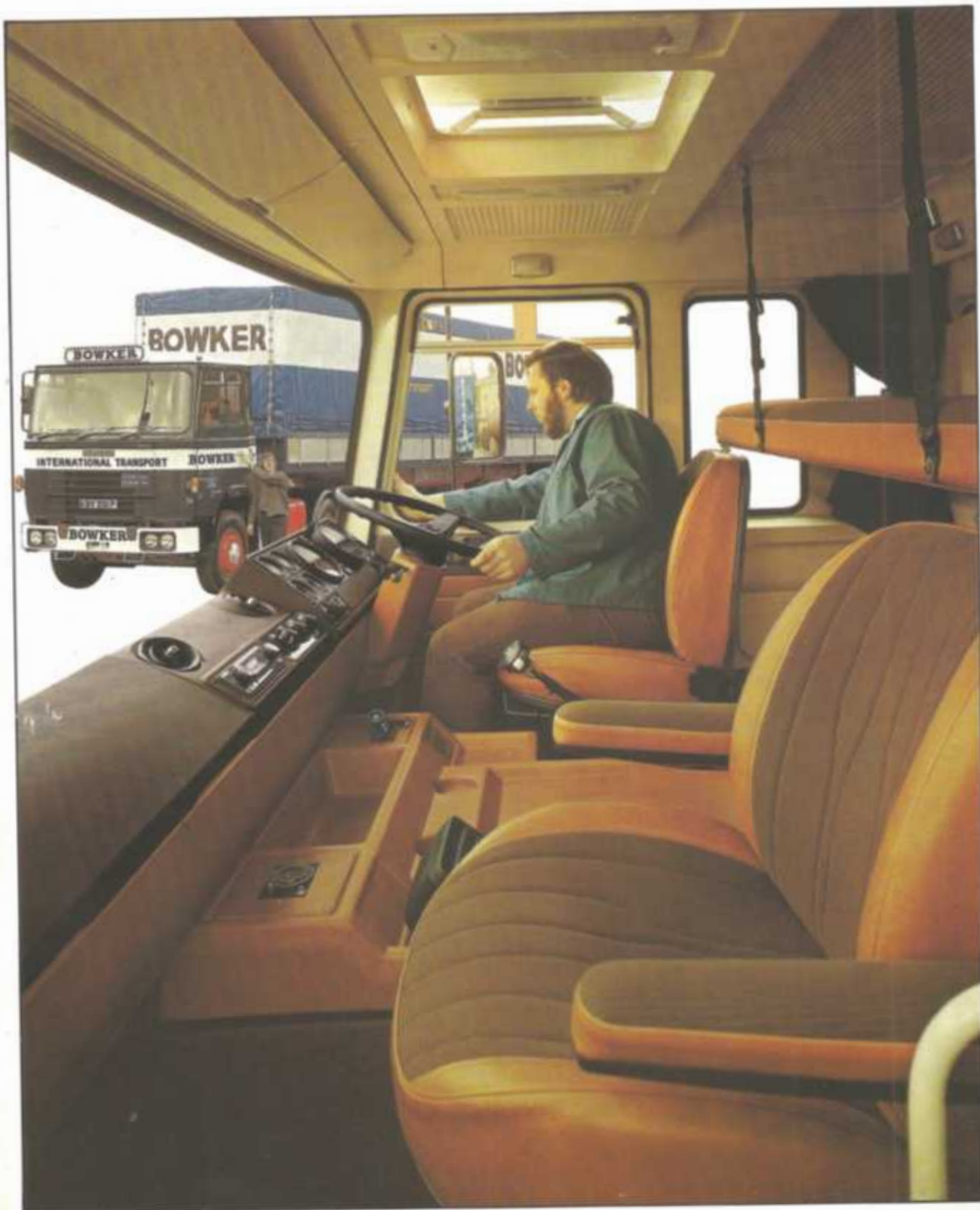


▲ Possibly the last F86 working in Scotland. Photo Bill Reid.





SEDDON ATKINSON 400



KEEPING IT ON THE ROAD

A vehicle is only profitable when it's out on the road working. So the 400 Series has been designed to radically reduce servicing and repair times as well as their costs.

Speedy access.

Remove two release pins and the cab can be hydraulically tilted to expose the whole chassis with the engine clear for lifting out if required.

Open the hinged grille on the gas stays and the oil filler, dipstick, brake and electrical connections, wiper motor, heater, steering gear and washer bottle are readily accessible. For outside work at night, there's a light inside the grille and a swivel spotlamp mounted behind the cab.

From the driver's point of view, it means that fitters (and some of the grease bay) won't go inside the cab during routine maintenance.

Slipper-ended rear springs are a typical maintenance reducing feature, while plug-in modules simplify electrical repairs. Bolt-on panels are fitted to all vulnerable accident zones to reduce the cost of those inevitable minor bumps.

Rationalised parts.

The number of common components over the whole range has been maximised to reduce the number of different parts required. This means reduced costs in stockholding for operators and dealers with consequent availability benefits, as well as simplifying the fitter's job.

At your service.

The nationwide Rampart service, available through Seddon Atkinson distributors, offers fast delivery of genuine parts at the best prices available. Distributors throughout Britain are also equipped to provide an emergency repair and recovery service.

In the 400 Series you get one of the most reliable and easily maintained trucks on the road. Behind it you get probably the best parts and service network in Britain.



This month we feature extracts from a mid 1970s sales brochure for the Seddon Atkinson 400. Available as a tractor unit, with a day or sleeper cab, and also as a four-, six- or eight-wheeler rigid, these lorries could be had with Rolls-Royce, Cummins or Gardner power. I even remember working on a couple of 400 units myself back in my lorry mechanic days - but only to 'facelift' them to look like 401s! Anyway, did you drive, own or work on these lorries? If so, please write in with your experiences.



ALL YOU NEED IN TRUCKS

The Seddon Atkinson 400 Series began with you.

Before our designers sat down at the drawing board, we went out and asked operators, drivers and fitters what they really wanted in trucks. The 400 Series is the sum of those answers translated into metal, performance and earning capacity.

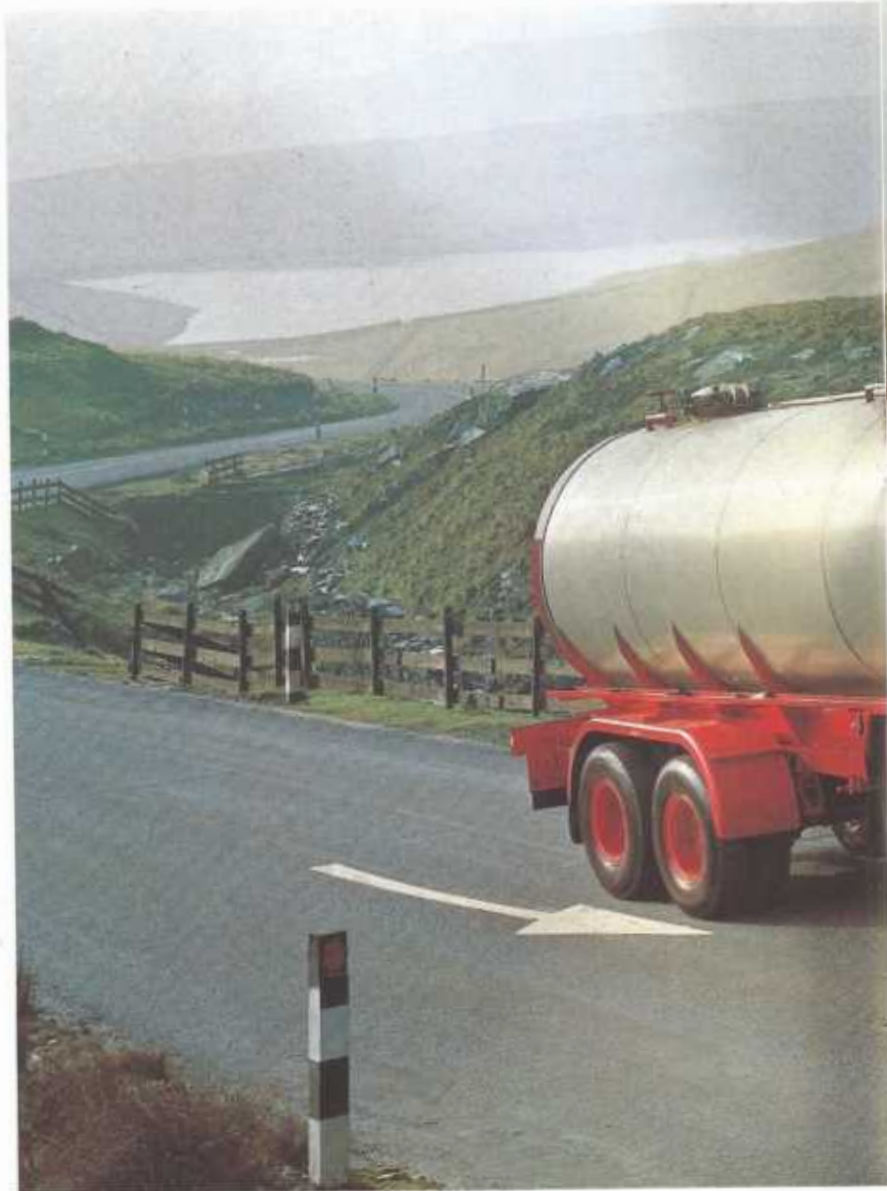
It is a range of vehicles with specifications rational enough to ensure high-volume production at competitive prices.

Each model is designed to meet all foreseeable legislation and is aimed to give the first owner 500,000 miles of profitable operation with a healthy re-sale price at the end.

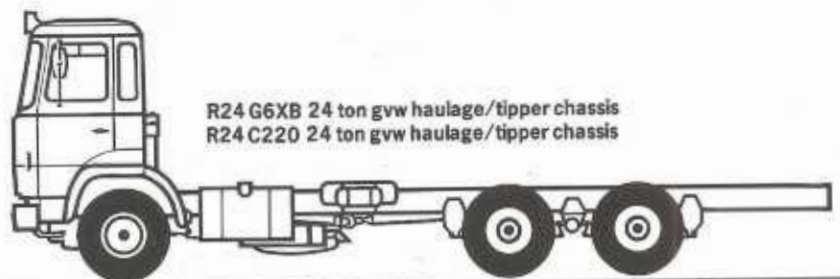
Tailored specifications.

A wide choice of engine and gearbox combinations enables individual operators to specify the vehicle that is best suited to their own particular requirements.

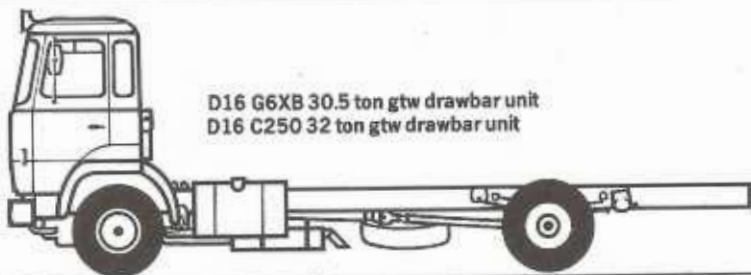
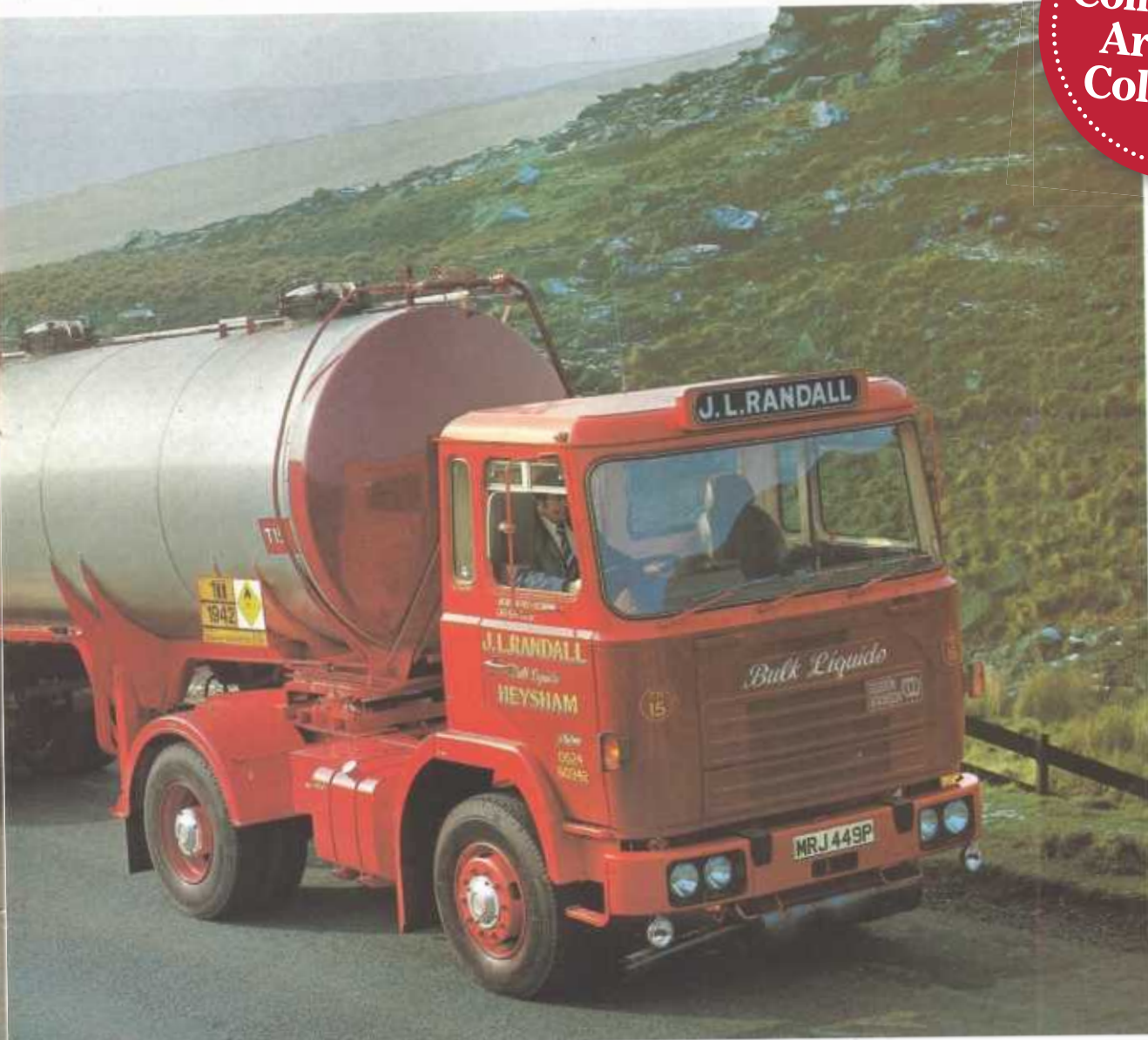
There are twelve basic models - 6 tractors, 2 drawbar units and 4 multi-wheel rigids. Extensive components rationalisation across the range means less parts to stock and good availability of those parts.



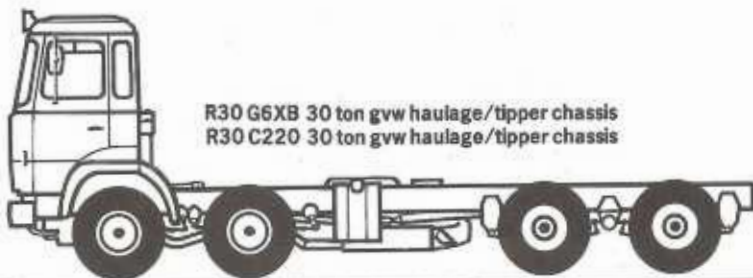
T30 G6XB 30.5 ton gcw tractor
T34 R220 32 ton gcw tractor
T36 C250 32 ton gcw tractor
T36 G8XB 32 ton gcw tractor
T38 R280 32 ton gcw tractor (turbocharged)
T38 C290 32 ton gcw tractor (turbocharged)



R24 G6XB 24 ton gvw haulage/tipper chassis
R24 C220 24 ton gvw haulage/tipper chassis



D16 G6XB 30.5 ton gtw drawbar unit
D16 C250 32 ton gtw drawbar unit



R30 G6XB 30 ton gvw haulage/tipper chassis
R30 C220 30 ton gvw haulage/tipper chassis



All models except multi-wheel rigid are available with sleeper cab. Full specifications are given on the sheets inside the back cover of this brochure.

GREATER MANCHESTER FIRE SERVICE MUSEUM

The Greater Manchester Fire Service Museum in Rochdale tells the story of firefighting, particularly in the local area. Bob Weir paid a recent visit.

The Museum was opened in 1983 as the in-house brigade museum of the Greater Manchester County Fire Service," curator Bob Bonner explained. "Since then we have welcomed thousands of visitors."

Like most of the museum's volunteers, Bob is a former fireman with 40 years' service.

He said: "When I first started the job we were called the Manchester City Fire Brigade, but there were a few re-organisations during my career. I worked at several fire stations over the years, and like many of my colleagues helped out at the museum in my spare time.

"The incentive for starting the museum was when some of the older fire fighters saw our history disappearing. With all the amalgamations taking place the new brigade was so busy getting itself organised, that little consideration was spent on preserving the past. A few like-minded souls decided to take action, before it was too late. Some of the constituent brigades had a few interesting artefacts, and we agreed to form a group to save these for posterity. One thing led to another, and within a couple of years there

was talk of opening a museum. The Brigade eventually gave its approval, and we took things from there."

The Museum is currently housed in a former workshop building at the back of the old Rochdale fire station. The conversion was carried out by off-duty members and took three years. It now holds regular Open Days and is popular with visitors of all ages. The collection of vehicles and fire-fighting artefacts has come on leaps and bounds and includes five full-size appliances.

▼ The old fire station at Rochdale is to become the museum's new home.

Three are currently in a roadworthy condition, and a fourth is in the process of being restored.

"The appliances include the 1929 Dennis, the 1940 Dennis Big 6 Pump Escape, the 1957 turntable / ladder, the 1963 Leyland Firemaster and 1971 ERF," Bob explained. "The appliances are all local to the area."

England's first

Greater Manchester has played an important role in the history of firefighting, and England's first municipal fire service was established here in 1826. The country's earliest motorised fire appliance was delivered to the district of Eccles in 1901. The area also gained a reputation for pioneering new methods. Chief fire officers like Alfred Tozer, George Parker, John Eccles and Albert Bentley helped establish the reputation of local brigades, through their technical skills and groundbreaking methods. In later years, the Greater Manchester Fire Service (now Greater Manchester Fire and Rescue Service) continued these traditions through its high-level safety campaigning and distinguished operational record.

Greater Manchester was at the forefront of the Industrial Revolution, and local fire services had to deal with a variety of challenges. These included everything from house fires to mill blazes, and other types of industrial conflagrations. In addition, there



Greater Manchester Fire Service Museum Mission Statement

“To explore, preserve and make accessible the history of fire, fire engineering and the fire and rescue services in the Greater Manchester region and, through our collections and resources, to further the education and promotion of fire safety in the community.”

have been several major ship, road, rail and aircraft incidents, and the bombing raids during WW2. In more recent times the area has witnessed terrorist threats of national significance, including last year's bomb attack at the Manchester Arena. The area also gained a reputation for manufacturing fire engines, hoses and other equipment. Companies such as William Rose, John Morris and Mather & Platt went on to achieve universal success in their particular fields.

The Museum has operated as an independent charitable trust (no. 1143966) since 2010. The trust has close ties with the Greater Manchester Fire and Rescue Service (GMFRS), which is a major stakeholder. The service also provides an annual support grant. The Museum is managed by a governing body, made up of nine voluntary trustees. In addition, one trustee represents the GMFRS. Five of the trustees hold specific posts, namely chairman, curator, assistant curator, treasurer and museum mentor. In addition, there is a dedicated team



▲ The Dennis/Morris motor pump was originally delivered to the Manchester Fire Brigade on 11th September 1929 as Motor Pump No 15. It cost £1240. The appliance is equipped with a 4-cylinder, 70hp, White & Poppe petrol engine.

◀ This 1870 Shand Mason manual pump was one of the last of its kind before they were replaced by steam powered pumps. The hinged sections at each end could be opened out to carry a crew of 20 men.



▲ Like many industrial cities Manchester was bombed during WW2. Known as the 'Christmas Blitz', the three major raids caused several hundred casualties, and also damaged Manchester United's Old Trafford football ground.





▲ One of the few remaining Leyland Firemasters. The model marked the return of Leyland Motors to making fire appliances at the end of the 1950s.



▲ GNB 217 is popular at local fire awareness events. Dennis has a long history of making fire appliances, and the Big 6 Pump Escape, would have been very impressive in its day.



▲ Coventry Climax 'Godiva' light trailer pumps were built in their thousands and served throughout WW2. This example originally served with the RAF, before moving to a local textile mill. It was donated to the museum in 2009.

of volunteers, who look after the exhibits, meet visitors, attend events / open days, and carry out restoration projects. Many of the volunteers are former firefighters.

The museum is affiliated to various organisations including Fire Heritage Network UK (FHNUK), the Association of Independent Museums, and the Historic Commercial Vehicle Society. It also serves as the head office for FHNUK, and Bob is the current secretary. The museum has been awarded full accreditation from Visit England under the VAQAS (Visitor Attraction Quality Assurance Scheme) arrangements, and in 2014 was awarded the Quality Badge of the Council for Learning Outside the Classroom.

Having so many period appliances under one roof also brings back some poignant memories.

“Last year we held an exhibition to commemorate the 100th anniversary of two major disasters, which both took place during the Great War,” said Bob. “These were the White Lund and Ashton-under-Lyne munitions explosions. The Ashton explosion killed over 40 people, and White Lund



▲ A trio of the museum's roadworthy appliances. They all served with distinction for many years.



▲ The Firemaster's cab. Appliances of this era lacked driver friendly equipment, like a synchromesh gearbox and power steering.

happened up the road in Morecambe. When the No 13 National Shell Filling Factory blew up, it killed several members of the works fire service. Fire Brigades from all over the north-west were called out to attend the fire, which was unheard of at the time. The only two surviving appliances from the incident are currently on display at the Museum. These are the Museum's own 1882 Shand Mason steam fire engine, and the 1898 Shand Mason from Fulwood UDC. The Fulwood appliance is here on loan courtesy of the Lancashire Fire and Rescue Service, and British Commercial Vehicle Museum."

The collection

- 1) 1741 Newsham hand-drawn manual fire pump (Ringwood FB)
- 2) 1800 Bristow hand-drawn manual pump
- 3) 1845 Barton horse-drawn manual pump (Compstall Mill FB)
- 4) 1847 Tilley hand-drawn manual pump
- 5) 1865 Shand Mason hand-drawn manual pump (Wythenshawe Hall)
- 6) 1870 Shand Mason horse-drawn manual pump (Horrockses, Crewdson & Co.)
- 7) 1882 Shand Mason horse-drawn steamer (Horrockses, Crewdson & Co. FB)
- 8) 1898 Shand Mason horse-drawn steamer (Fulwood FB)
- 9) 1900 Merryweather hose cart (Cornbury Park)
- 10) 1900 Shand Mason curricule escape (Cornbury Park)
- 11) 1904 John Morris Hose Cart (Manchester Ship Canal Co.)
- 12) 1910 Shand Mason horse-drawn steamer "George V" (Skelmersdale FB)
- 13) 1929 Dennis/John Morris pump escape (VR 3001) (Manchester FB)
- 14) 1935 Merryweather Hatfield trailer pump
- 15) 1938 Dennis trailer pump (Carlisle Electricity Board)
- 16) 1939 Dennis trailer pump (Army Fire Service)
- 17) 1939 Dennis trailer pump (Ferranti) (this appliance currently on loan to Imperial War Museum North, Trafford)
- 18) 1940 Dennis Big 6 pump escape (GNB 217) (Manchester FB)
- 19) 1940 Coventry Climax FSM trailer pump (Dexter's FB)
- 20) 1941 Scammell wheelbarrow pump
- 21) 1957 Dennis-Metz 125ft turntable ladder (PDK 717) (Rochdale FB)
- 22) 1963 Leyland Firemaster-Cocker pump escape (6900 NF) (Manchester FB)
- 23) 1966 Coventry Climax light portable pump
- 24) 1971 ERF/HCB-Angus Emergency Salvage Tender (TDK 999K) (Rochdale FB)

Education

The Museum also provides a comprehensive education service for visitors of all ages.

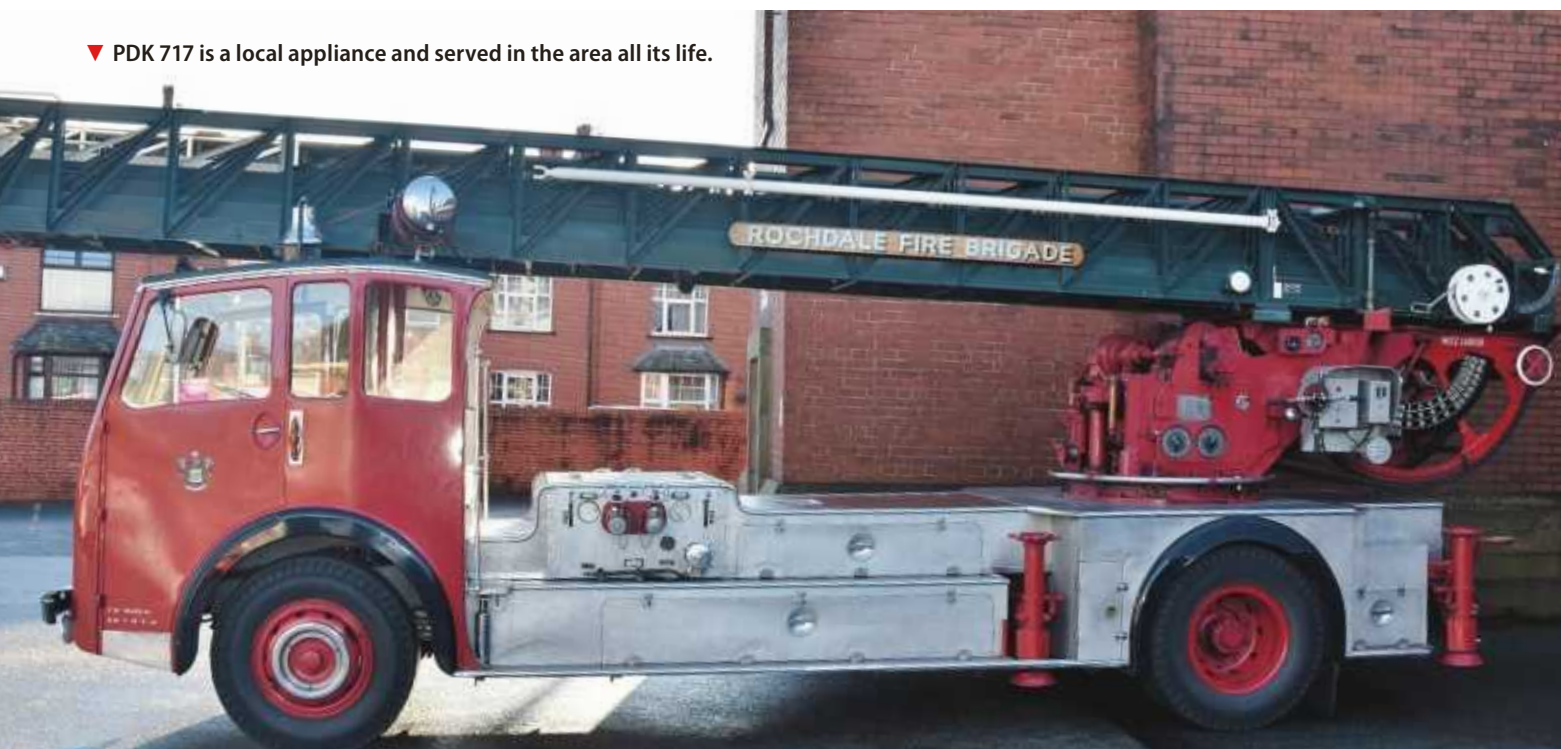
"We promote a number of educational activities, which are particularly popular with primary school children" Bob explained. "The activities are aimed at Key Stage 2 level but can be tailored up or down depending on the requirements of the teachers."

The Investigating Uniforms session examines fire brigade uniforms from the 1600s to the present day. Young people are able to try on uniforms, and examine the materials used in their manufacture. They are then asked

“ The only two surviving appliances from the incident are currently on display at the Museum. ”

to design a uniform for a modern fire fighter. The Museum also has a replica Victorian Fire station. This session examines how the public called out the fire brigade in Victorian Times. It then looks at modern day communications, and the problem with hoax calls.

▼ PDK 717 is a local appliance and served in the area all its life.





▲ PDK 717's fire-fighting equipment has been restored and is still in working order.

“We have lots of different equipment that has been used over a period of several hundred years”

“The Museum has an archive which contains a number of newspaper stories from different eras,” said Bob. “Young people can read newspaper stories from Victorian times, WW2, and up to the 1960s. They can also compare the different writing styles from each era and explore the similarities and differences between today’s news reports and stories from the past.”

The Museum also uses its considerable collection of artefacts to highlight the development of firefighting over the years and promote the safety message.

Bob said: “We have lots of different equipment that has been used over a period of several hundred years. This includes everything from manual water pumps, different types of fire extinguishers to breathing apparatus. Young people have the opportunity to examine this equipment, and

teachers can select which items they would like to explore in detail.

“Safety is also a huge theme in firefighting, and can be broken down into several areas. These include personal safety and equipment and technology, both for the home and the fire service.”

Raising funds is an ongoing challenge for many museums, and the GMFS Museum is no exception.

“The Museum is currently trying to raise £100,000 towards the next stage of our latest expansion project,” Bob explained. “We’ve always been conscious of the fact that the Museum is housed in a storage garage, instead of a proper fire station. We spent many years looking at several options, without finding a solution. By this stage, the Rochdale fire station was nearing the end of its working life. As the building was literally across the yard from the Museum, we made a determined effort to canvas support for a takeover. The Brigade was reluctant at first, as there were several costs involved. There was even talk of selling the whole site, which would have put our own future in jeopardy.

“Following a lengthy period of negotiation, the local council finally stepped in. The end

result is a three-way partnership with the Council, Brigade and Museum. The Council has agreed to buy the building off the fire service, and the Museum will be the new tenants. Fortunately, we received a first-round Heritage Lottery Fund award in 2016, and the project is in an advanced stage. Hopefully the future of the museum is now guaranteed for the foreseeable future.” ❖



▲ Although it was a capable vehicle in many respects, fire brigades were wary of ordering the Firemaster. The appliance carried a front mounted pump behind hinged doors, where you would normally expect to find a radiator. This was too radical for many fire chiefs.



▲ The museum volunteers: Bob Bonner is at the far left.

Greater Manchester Fire Service Museum

Old Fire Station, Maclure Road,
Rochdale, Greater Manchester
OL11 1DN
Tel: 01706 341219
Email: museum@gmfsmuseum.org.uk
Website: www.gmfsmuseum.org.uk
Opening days: Fri & 1st Sun
(not BHol or Jan) 1000-1600
ADMISSION IS FREE

COUNTY ASSET FINANCE LIMITED



About Us

Do you like dealing with people the old fashioned way, direct communication, face to face meetings, then County are the people to call. We pride ourselves in offering our clients that personal and friendly touch, getting to know you and your business which enables us to provide ongoing support and helping you to achieve your short and long term objectives.

Over the years we have built up a loyal following of repeat customers who like our personal touch and the service we can provide. If you are interested in any of our products, or are currently looking at a new purchase, please contact us where one of our small dedicated team will be happy to discuss options available to you.

We can offer:

- Hire Purchase - Enabling you to take advantage of tax relief
- Finance Lease - Tax efficient on balance sheet leasing with no usage or mileage restrictions
- Re-Financing- Fast, efficient way to introduce capital back into your business
- Practice Loans -Tax/VAT Funding, medium term unsecured loans

Web: www.countyfinancegroup.co.uk Email: markt@countyassetfinance.com

Tel: 01455 200150

tweet: @countyassetfin

linkedIn: County Finance Group Limited



Heritage **COMMERCIALS**

A WORLD OF CLASSIC LORRIES, TRUCKS AND VANS





Mike Ponsonby's 1975 Atkinson Borderer in Bewick Transport Services colours, together with part of Mike's current fleet. Photo Bob Tuck.

BLOWING HOT ON COLD

Back in 1967, the use of hovercraft technology was introduced to the ultra-heavy haulage world in the guise of ACE 1 and then ACE 2. They may have denoted their presence with a deafening noise, but the Air Cushion Equipment allowed the Central Electric Generating Board (CEGB) to ensure the movement of some phenomenal weights. Bob Tuck trawls back through the archives to the days when girder trailers were a regular sight on our roads as were Pickfords; Wynns; Wrekin Roadways and Econofreight.

I suppose this story starts in 1945 with something of a disaster. These words are of course relative because the years from 1939-45 had seen all manner of disasters for all manner of people so put into that context, the fact that a bridge collapsed

at Boroughbridge in North Yorkshire isn't that traumatic. The cause of the failure was due to the weight on the bridge crossing the River Ure but there was no loss of life. And while the crew of the Pickfords Diamond T heavy haulage outfit involved were

probably frightened to death, even the 80 ton casting the girder outfit was carrying wasn't damaged.

Whichever way you look at it, this temporary severance of the Great North Road was certainly a wake-up-call to the heavy haulage industry; the Ministry of Transport plus the various Highways & Bridges Authorities across the land and – in time - the CEBG. As the Government body ultimately responsible for the growing network of electrical supplies across the land, it was their job to ensure the ingredients for this enlarged network could be safely delivered. The UK certainly had the wherewithal to manufacture all manner of power station parts (well they were exporting them to all parts of the world) so the boffins were tasked with ensuring our roads – some of them dating back to Roman times – were fit for purpose. And to do that, they came up with a great wheeze. (Don't you just love that pun.)

Slow Progress With Technology

The modern day heavy-haulage world is spoilt for choice with the equipment they currently have to hand but it wasn't too many years back that their counterparts had to literally make do and mend. As load weights increased, trailer makers in particular were stymied in what they could offer although in fairness it was the slow advance of tyre technology which – to a degree - limited what they could build. In fact, Sunter Brothers were still using their ex Bradwell 200-



Words: Bob Tuck. Photos: Mike Hetherington, Tim Wayne, Bob Tuck collection

ton set of Crane solid tyre bogies well into the '60s for road going work when the heaviest of long loads had to be shifted, as the concept of multi-axle modular trailers was still waiting to be developed.

It was generally easy enough to have enough pulling power – no matter what the weight – because you simply added another tractor or two to double or treble head a heavy load. But when it came to carrying the load's weight, the industry had long been used to seeing loads just sink through the tarmac – especially during the warmer summer months. It was time consuming work to then jack up the trailer and man-handle steel sheets down onto the road, so the weight of the wheels could be spread across the weak road surface and so allow forward movement again.

Even the legislators had allowed phenomenal weights. Today, maximum axle loadings for the heaviest Category 3 STGO outfit are 16.5 tonnes but back in yesteryear, 'Special Types' outfits could legally run up to 11 tons per wheel. So, with 4-in-line low loaders being almost an industry standard, the legal maximum for those 4 wheels was thus 44 tons. When Crane built their 'float' trailers – a drawbar heavy haulage trailer with 4-in-lines at either end – they rated it as capable of a 60 ton

▼ This excellent shot was taken in Northern Ireland in August '89 on Glenshane Pass. This is believed to have been the last time the ACE equipment was used.



▲ The A1 at Boroughbridge over the River Ure when it collapsed in 1945.



▲ The first Scammell 100 tonner, and while it's not a girder trailer outfit, the semi-trailer is built in girder fashion. Originally there was a small hut on the back but over time, this was removed and the trailer man had to contend with the elements.



▲ Pickfords were given dispensation to buy these Diamond T 980s during the war years. This was the strongest type of 'girder' trailer they had for work at this time and was rated for 140 ton loads.



Above & below: Both Wynns and Pickfords show off how to make their own style of girder trailers. The Wynns set-up dates from 1943 and had a capacity of 90 tons. It is seen in 1948 headed up by a special 6x4 Foden 100 tonner.

payload which computed to a gross of around 80 tons ie a maximum of 40 tons of weight were passed to the road as each set of wheels went along.

It helped things that the tyres on these 'float' trailers were huge pneumatics although the downside was they were harder to handle when a blow-out occurred or when the rear wheels had to be removed for the likes of crawler vehicles to be loaded.

In the early '50s, many in the industry were still using ex military war surplus equipment to build one-off trailers to suit the work they were doing. However, in '51, Crane's of Dereham began pushing out the boundaries as Wynns and Pickfords fought head-to-head

for supremacy in the ultra-heavy girder trailer game.

In '63 Wynns were to put into service the first 12-axle girder trailer outfit and Pickfords were soon to follow with a similar load carrier as a reflection of the rising weight of traffic. In 1952, loads of 150 tons was about top weight but 16 years later, 307 tons was being handled. It was certainly big progress for our engineering manufacturers but the increase in weights and number of loads being moved prompted the authorities to flex their muscles.

The Motorway Age

Although legislation had always been around to allow for the legal movement of 'out-of-

gauge' abnormal loads, this only applied for gross weights up to 150 tons. So once that weight was topped, a 'Special Order' is needed which in essence is a piece of law allowing for the movement of a specific load along a specific route.

Pressure was put on the authorities by various bodies to try and curtail the disruption created through the movement of these huge loads. The Metropolitan Police had long held a decree that big abnormalities passing through the metropolis were only escorted at night so congestion was reduced.

However, in the mid '60s, the anti was raised as the authorities decreed that hauliers doing long distance moves – say Edinburgh to London – were obliged to put the load on a ship to travel between the Forth and the Thames estuaries. To ease the burden of this request to use shipping more often, the CEBG oversaw the building of two specific ro-ro vessels. Operated by James Fisher & Sons, they were named 'Aberthaw' and 'Kingsnorth' Fisher to denote the first two power stations they delivered big loads into.

Other vessels / barges / coasters and the like were subsequently brought into use but of course loads still had to be moved at either end of the shipping journey. And – as luck would have it – some of the biggest names in electrical engineering had their factories at places like Stafford; Rugby and Loughborough which were miles away from the sea in the first place.

The devising of specific routes (from these places to a suitable sea port) that were strong enough to take the heaviest of loads was done but it was then realised that the upgrade of literally hundreds – probably thousands – of other weak stretches of roads over bridges



and culverts would cost millions of pounds. And how often you brought big loads along a specific route just raised the question as to whether this expenditure was justified. However, if you were to bring into play the use of hovercraft technology then you could save a packet – and still not damage the road.

The Technical Bits

Research into the project commenced in 1962 and this was developed by Vickers Ltd who had their air-cushion interests taken over by the British Hovercraft Corporation. While many men spent many hours – and burnt many candles – in the creation of the Air Cushion Equipment (ACE), the basic physics in what they came up with is fairly straightforward to follow.

Imagine a girder trailer with a total gross weight of say 400 tons which is fitted with a total of 12 axles – six rows at either end. If evenly loaded, this means that each set of six axles is of course supporting 200 tons each – and each row of axles transferring about 33 tons a time as it passes over a specific piece of roadway.

As the outfit's weight of 400 tons is fixed, the ideal way to cross a weak stretch of road is to try and spread the passage of this weight as much as possible. Modern day girder outfits are much longer and have more axles involved however to achieve a similar goal in the '60s, the innovative air cushion was brought into use.

If you look at a girder trailer there is a huge amount of space between the two sets of bogies / axles. And it was this area that the hovercraft boffins were to utilise. The theory was to simply create a large cushion of air underneath the load which of course is supported on the trailer's girders. In turn, the creation of such a 'cushion' would take some weight from the axles at either end of the trailer by transferring it onto the road beneath the 'cushion.'

The scientists were able to prove that the air cushion – inflated to a pressure of between 1 and 5psi – could actually support up to a third of the trailer's gross weight. In other words, instead of that 400 ton example being split into two areas of 200 tons, once the system was activated, the crossing of the bridge would see the outfit exert about 133 tons on the three sets of areas taking the weight – the two sets of trailer axles plus the centrally located 'cushion' that was underneath the load.

The Equipment

If the theory behind ACE was easy to follow, its practical application was also easy to understand. All that was needed was the ability to generate some compressed air plus a system of ducting to take this air to a compartment that would be built (in temporary fashion) underneath the load / girder trailer.

On the first series of ACE, a four-wheel

▶ The purpose-built 'Kingsnorth' and 'Aberthaw Fisher' ro-ro vessels proved to be great servants for the heavy haulage industry.

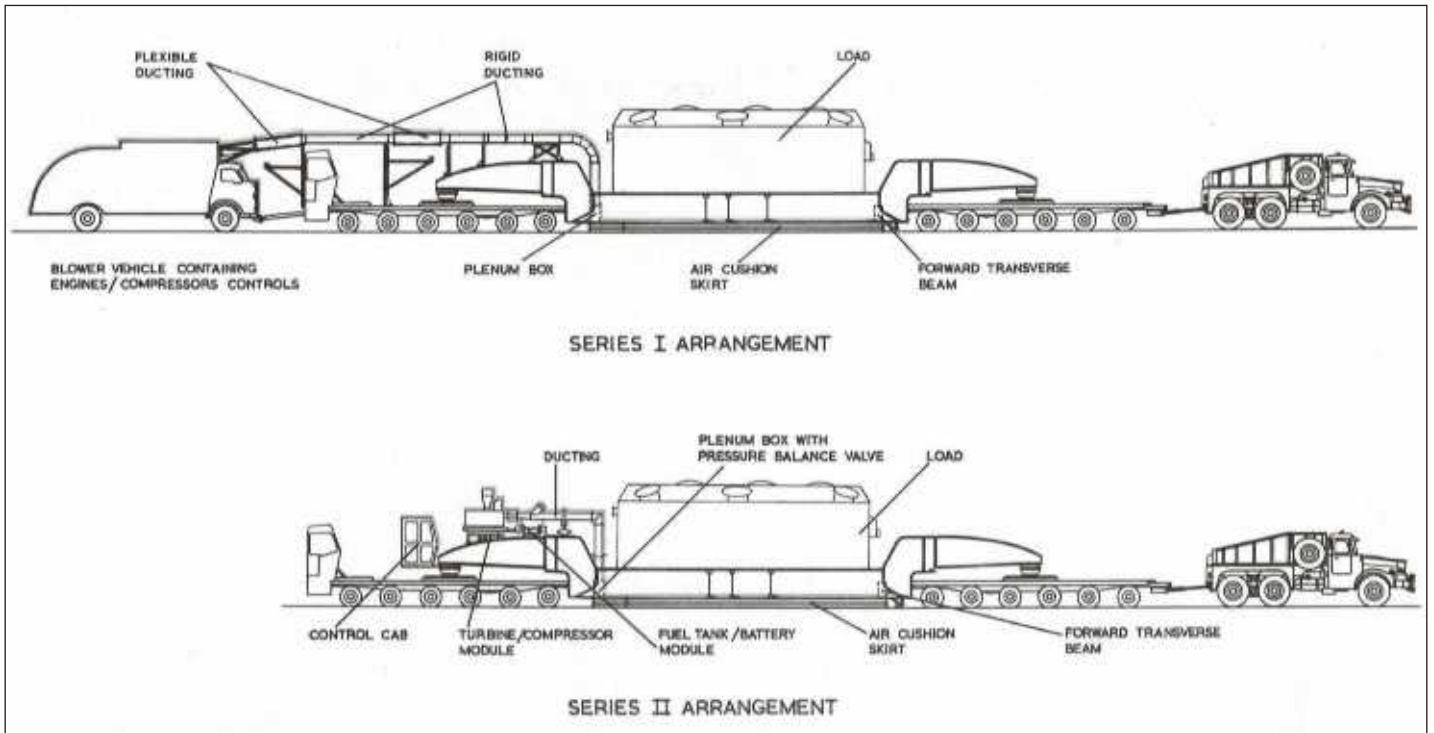


▲ Known as a float trailer (as it floated behind) this Crane drawbar low loader was rated for 60 ton loads. And while back then each 4-in-line was considered as being of two axles, in essence up to 40 tons a row could pass through onto the road surface.



▲ Into the '50s, Wynn's was operating this six-axle Crane girder trailer seen enroute to Staythorpe in Nottinghamshire with a 140 tons transformer.





▲ Diagram showing / comparing the two ACE systems.

Commer Maxiload 16 ton van was utilised. It's distinctive 'circus wagon' style of body was designed to carry the skirt where it was pulled up from the road for transport and slid back off for a blow. This 600lbs of skirt was just about hand-portable provided a lot of man-power was to hand.

Inside the body were four centrifugal blowers. These were driven by a Rolls-Royce B81 SV petrol engine which developed 235bhp at 4,000rpm. The Commer would hook onto the rear of the girder trailer via a drawbar and would blow the hot air through ducting affixed to the back of the girder trailer. As the system came into use however, advances were made in its design and the subsequent building of the second series of ACE saw four gas-turbine

driven axial compressors fitted directly onto the rear of the girder trailer to produce the compressed air. This meant the use of the equipment inside the Commer van's body wasn't needed which in turn meant the rear pushing heavy haulage tractor could remain coupled to the outfit.

In both ACE 1 and ACE 2, the same flexible skirt was used in the creation of the 'cushion.' While it was designed in modular form (which allowed its dimensions to be changed depending on the different trailers it was used on) in practice, there were only a few - similar - girder trailers used by the small number of hauliers involved in this heavy-weight work, so the skirt's dimension didn't vary too much.

The skirt was made of nylon-reinforced Neoprene and being built in sections, was put together as a sort of upside down, top-less box. However, before it was dragged underneath the trailer, the loaded trailer itself had to have a floor created so the 'cushion' had something to lift itself against. The timbering-in of this underside space was normally done by a team of specialist carpenters who worked from the dimensions of the trailer in use to prepare the lengths and sizes of the timbering required.

Obviously the setting up of the ACE was very labour intensive and could take 'days' to be sorted. And once built onto the trailer, a test blow was carried out to ensure it would work correctly.

▼ Wynns were the first to introduce the 12-axle girder trailer in 1963. With this outfit having two tractors hooked on at the rear it suggests the crew were more concerned with the descents they had to contend with than any hill climbing.



“ the system used in ACE obviously just generates a partial lift. ”

Legacy Sub-Station

The first official outing of ACE 1 was done at Felin Puleston Bridge near Wrexham in early 1967 when Wynns were delivering a 155 ton AEI transformer from Wythenshawe, Manchester to the Legacy sub-station. The authorities were more than pleased with how the ‘blow’ was carried out as it was reckoned that had the equipment not been used, then strengthening of this specific bridge would have been needed. To carry out that upgrading work would apparently have cost £30,000 which was half the total cost in the making of the revolutionary air cushion system - so the system might well have paid for itself after doing only two jobs.

Perhaps the CEGB were even more pleased when a second crossing was made of the same ‘weak’ bridge about a month later. That too went off without mishap but what was pleasing was that a different trailer was used, and the crew involved was able to adapt the equipment fairly easily to the different fit.

Unlike a true hovercraft where the compressed air lifts the ‘craft clear of the ground, the system used in ACE obviously just generates a partial lift. The flexible skirt has thus two different requirements to deal with – at the same time. As well as creating a seal to the ground in order to generate the cushion effect, it also has to keep that seal while it is being dragged slowly along the ground across the weak stretch of roadway. Various cables are fitted underneath to aid this towing need while the seal is allowed to move along the road because the bottom of the skirt is fitted with hardened shoes. Once the weak stretch has been negotiated and the cushion allowed to deflate, an in-built jacking system allows the skirt to be lifted clear of the ground. This is kept up until the next ‘blow’ is to be done or until the



▲ Brochure photos showing how the gear was set up. ▼



equipment is removed from the trailer after the load has been delivered.

Twenty Years Of Service

In its first 10 years of operation, ACE 1 was activated in the negotiation of more than a thousand bridge crossings involving just less than 100 different loads. Developed by the British Hovercraft Corporation, the CEGB estimated it had saved rebuilding costs of more than £4 million. ACE 2 was brought on stream in 1978 although in service, this more self-contained equipment was found to be harder to maintain. And in the end, it was scrapped in favour of re-using ACE 1 on the smaller number of occasions when the equipment was needed.

As roads (and bridges) were generally being enhanced and girder trailers supported by more axles, the need for this specialist equipment was gradually dispensed with. Mike Hetherington – who was then with Econofreight – believes the last job where ACE 1 was used was in August 1989 when they moved a 200 tonnes transformer out of storage at Kells in Northern Ireland to a sub-station at Coolkeeragh.

Mike’s notes of the job reveals a schedule of: “3rd and 4th August: Assemble trailer then

load transformer. 5th and 6th August: Fit ACE & test blow. 7th and 8th August: Move to Coolkeeragh. The route was 72.3 miles long; there were six ACE blows and five changes of drawbar lengths from 3m to 7.5m to 10.5m. Westland provided a 4 man crew for the ACE operation and as per the Special Order: ACE provided 81.5 tonnes of air cushion relief along the 9.75m skirt under the load and trailer girders.”

Mike recalls this job was particularly memorable for all sorts of reasons. One occurrence we particularly liked was when Mike’s team had to drive the old ACE Commer



▲ Air cushion in use by Wynns.





Photos above & right: Mike Hetherington recalls this job into Dinorwic in North Wales was in 1986 and involved a 260 tonnes transformer: "The skirt and ducting had to be fitted after the trailer had negotiated the tunnel as the clearance was very tight. I remember Albert Vincent telling me one of the lads was standing in the goosenecks to watch the clearance and got a face full of bats which were hanging off the tunnel roof." Mike recalls the Series 2 equipment wasn't as good as 1 in service so wasn't used.



van from the ferry terminal at Larne to the start off point at Kells.

Enroute, they had to fill up with fuel and while the Commer engine was powered by diesel, the Rolls-Royce engine carried inside the Commer's body was propelled by petrol: "The garage owner thought we were crazy because we were putting in diesel at one side of the Commer while topping up with petrol at the other."

Mike believes the ACE vehicle and equipment may have ended its days at Littlebrook power station: "The Commer was scrapped and the turbine equipment re-built on a Leyland T45 6x4 rigid chassis. But I think it has all been scrapped now as Littlebrook has long since closed." If this is true, it seems rather sad that it wasn't saved to display in an engineering museum as part of our industrial heritage.

The heavy haulage industry now has more innovations up their sleeve to replace the ACE such as girder trailers fitted with 32 axles. At times, so-called bridge rafts are still placed to bridge over a weak culvert / stretch of roadway. In essence, rafts are a bridge over a bridge where no load is taken on the main bridge span itself.

There is also a system used called timbering which is local load spreading / surface protection from wheel damage. Such a set-up is then picked up after the stretch of road is negotiated and we like one timbering story that

came from the USA.

When a generator stator weighing 217 tons had to be moved nine miles into an American power station, the entire length of road had to be covered with timber planks because the road was so weak. Apparently a team of 59 men – working with crane equipped motors and timber carriers - had to lift; move then lay down these timbers a total of 86 times just to

get this one load to site.

We are of course not entirely sure whether there were any alternatives to the tedious task, but it seems a pity that no one seemed to be aware of what the boffins from the British Hovercraft Corporation could have offered to have done instead. As they so aptly demonstrated, ACE was a lot more than just a load of hot air. ❖



▲ This is a great example of a bridging raft. The roadtrain weight was close to 500 tons and the inner stator core was destined for Inverkip power station. The rather weak railway bridge was on Cardwell Road in Gourock and the bridging raft ensured none of this weight was transferred to the weak bridge.

Kelsa

MAKING TRUCKS SPECIAL SINCE 2001



visit www.kelsa.co.uk to see the full range of
bars and lighting available for all DAF models and cabs

Kelsa

tel: 01298 815800 fax: 01298 815890 email: info@kelsa.co.uk

www.kelsa.co.uk



A HEAVIER BOX

Mark Gredzinski looks back at the Scania R112.



▲ This 1986 Scania R112 had a rear lift axle which appears to perhaps have scrubbed on the ground as it corners hard. The loaded rig belonged to D&A Heavy Haulage of Greenfield in Oldham and was photographed on its way to the M6 in the Midlands in June 1994.

Scania had made good with the big R cab 112 tractor in 4x2 form. As part of the Scania 2 Series range, the R112 was very much a success. These included the low datum P cab P82 16-tonner, the P92 six-wheeled rigid and the P112 tractor. The taller R cab was used also on the formidable V8 R142 tractors as well, but I'll look at those later.

The angular R112 was more aerodynamic than the Scania 111 that preceded it. Despite being big and boxy, the extra rake on the windscreen and other features revealed an aerodynamic advantage in wind tunnel tests. The cab had excellent vision and driver comfort was aided by good ergonomics, easy to view instruments and low internal cab

noise. The charge-cooled engines were powerful with the 11-litre DSC11 15 series yielding 305bhp and useful torque. This was followed by an uprated DSC 1101 with 333bhp in 1983.

However, the Scania 10-speed range-change GR 870 gearbox came in for some criticism as it was a lot slower to operate than some other rival makes.

Meanwhile, for 38-ton operation, Scania came up with a tag-axle tractor (one of the first manufacturers to do so for the UK market) and by early 1983 it was in production. It came initially with a 10ft 2in wheelbase, followed by 9ft 4in version. The tag axles were lowered and raised by means of an electro-hydraulic bogie lift and the tractors came in at just under 7 tonnes loaded with all fluids.

Scania tag-axle tractors were occasionally seen with only one wheel deeper inside of the rearmost axle. This was to provide clearance for when using older trailers to prevent catching the landing legs. Sometimes lights and mudguards could be caught too. From the front, they looked like a regular 4x2 tractor. The tag axle arrangement was not always ideal as it often affected the steering making it somewhat vague when loaded and led to a harsher ride. This was offset by the fact with the axle lifted, reversing was often better in tight spots. It should be noted that ERF, DAF, Mercedes and MAN all had twin-steers on the market by 1983 while Volvo had a self-steer version of its F12 model, so Scania were missing out. With no Scania



▲ Cotton Transport were based in Burton on Trent and used a few Scania including this 1984 lift axle 112. The picture was taken in May 1989, not far from its base near Lichfield, Staffs.



◀ A regular Scania user was AR Keen and Son of Telford in Shropshire. They used to run Scania 111 and 141 tractors and this 1988 R112m was closely followed by another in the fleet as it passed by on the M6 in March 1994.



twin-steer 6x2 around, it was York Truck Equipment of Corby that converted the first Scania's, although these were on the low datum cab P112 models.

Scania's own 6x2 twin-steer finally came on stream in late 1986 and was a precursor for the similar 113 models that were available not long afterwards in early 1988. It took a while because Scania had to sort out the packaging of the steered axle and its placement on the chassis within the constraints of fuel and air tanks etc. Just as Scammell had done before in developing the 6x2 Roadtrain for Leyland which had a very compact

“the Scania 10-speed range-change GR 870 gearbox came in for some criticism”



▲ RT Keedwell of Somerset has a large fleet of over 500 vehicles and used to use a lot of Scania's. Mercedes lorries are now favoured and together with warehousing and haulage, the company also runs K&W Brick and Block Ltd. This 1985 Scania was hauling bricks on a self-load trailer, seen passing through Walsall in July 1994 using a 24mm wide angle lens and fill-in flash to get the shot.



▲ Mike Horwoods Transport used to run out of Maidenhead in Berkshire. They used to run a 1987 and this 1988 Scania lift axle 112m on general haulage. Both were seen passing through my neck of the woods in Walsall, this example being photographed in 1995.



chassis arrangement. It was a simpler process to engineer a tag axle to fit aft of the drive axle on a conventional 4x2 design and simply extend the chassis. The twin-steer was generally smoother than a tag and gave a better drive for the man at the tiller. It provided better trailer clearance too. The tag axle when raised sometimes had a tendency to cause the tractor to oscillate when it was driven unladen.

Drivers were keen on the big Scania because it was roomy, comfortable and fast. Depending on the weight and shape of the load, a sympathetically driven 112 could return up to 8mpg on average terrain. The 112 sounded good as well. Not as throaty as the V8 R142, but pulling from stationary when loaded, particularly if sporting vertical aftermarket exhaust stacks, they had a powerful growl. Operators included Olivers Transport, Orchone of Immingham, Round Oak Motor Services of Dudley, WH Malcolm of Brookfield, Montgomery Haulage, RT Keedwell of Somerset, Adam Jones of Blackheath and William Clegg of Fenwick. I have photographs of all of the above but they never made the final selection. All in all, the Scania 112 6x2 was a rather magnificent lorry to behold. ❖



▲ Light snow was on the ground in early December 1990 when this photograph was taken. This smart Scania had its lift axle raised as it was only partially laden. It was run by Leslie J Mellor of Glossop in Derbyshire. There is small name, 'Liam' sign-written on the left, under the windscreen.



▲ Not far from the Santa Pod drag strip in Wollaston, Northamptonshire, was ACK Haulage who used to run mainly Scania. I accompanied a racing pal to their yard and while there got a snap of this Scania 112 with its rear axle lifted.



▲ A Hingley Transport, Brieley Hill near Dudley, have a long association with Scania's but now have other makes in the fleet like Renault and MAN. This photo was taken over the road from Walsall's Manor Hospital on a warm autumn afternoon around 1990. The driver is taking a well-earned few minutes rest having been up since the early hours, and the Scania appears to be on contract work to steel stockholders ASK McGowan.



▲ Thomas Houston & Son of Johnstone in Scotland were long time users of the Scania marque. They used to run both 4x2 and twin-steer Scania 111 tractors and had at least five Scania R112 lift axle units. This 1988 example however, was a twin-steer and was among some of my early night time experimental photography. The exposure for this picture was around 4 to 5 minutes.



▲ James Bridge Steel Stockholders of Birmingham specialise in plate and slab steel. Naturally a substantial tractor is needed and this 1986 Scania R112 would have fitted the bill nicely. It may well have been a 6x4 tractor as it's not clear from this angle. The picture was taken at Wednesbury in the West Midlands, one morning in October 1989.



▲ Based in the Essington district of Wolverhampton, F&L Transport used this 1988 twin-steer Scania 112 for brick and block haulage. Behind it is a similar version but this is an updated Scania 113. The picture was taken one Sunday in 1992 while I was mooching around with my camera.



▲ I'm not sure where R.E.D Haulage were based but this 1985 Scania belonged to an owner driver. Loaded with logs, it was photographed on the A40 near Birdwood in Gloucestershire one August afternoon.



◀ Lawsons Haulage of Cockermouth in Cumbria has always run a tidy fleet. They now run DAFs and Volvos alongside the Scania's. In April 1999 I went around the lorry parks and streets of Walsall experimenting with my night photography to capture this 1984 Scania 112. The photo was achieved by taking a whole series of 400mm telephoto shots of the moon's eclipse. I took care to keep the moon in the top of the frame. Then the film was rewound into the cassette and with the same camera, a 50mm 'standard' lens was used to take truck shots, keeping the sky area clear so hopefully the moon would appear.



▲ Northrose Ltd of Droitwich in Worcestershire had a few Scania 112 models. One February morning in 1991 I clambered onto a large roundabout in Walsall, to get a unique viewpoint and also to capture the low winter light on any lorries that came by. I was rewarded with a pair of Northrose Scania's, led by a 1986 lift-axle tractor hauling steel.



▲ Beck and Pollitzer have long specialised in heavy haulage and machine installation. They have used a variety of tractors including Scania 141 V8s, and in July 1994 I captured this twin-steer 112 and loaded step frame trailer from the Midlands division of the company.



▲ This neatly sheeted 1987 twin-steer Scania 112 was photographed at the Thomas Ingles yard in Wolverhampton, and belonged to Pontefract Bros Haulage. An afternoon in November 1988, I'd gone to the yard to try and get one of Ingles' old Guy tractors as they were still running a couple of Big J4 units at the time.

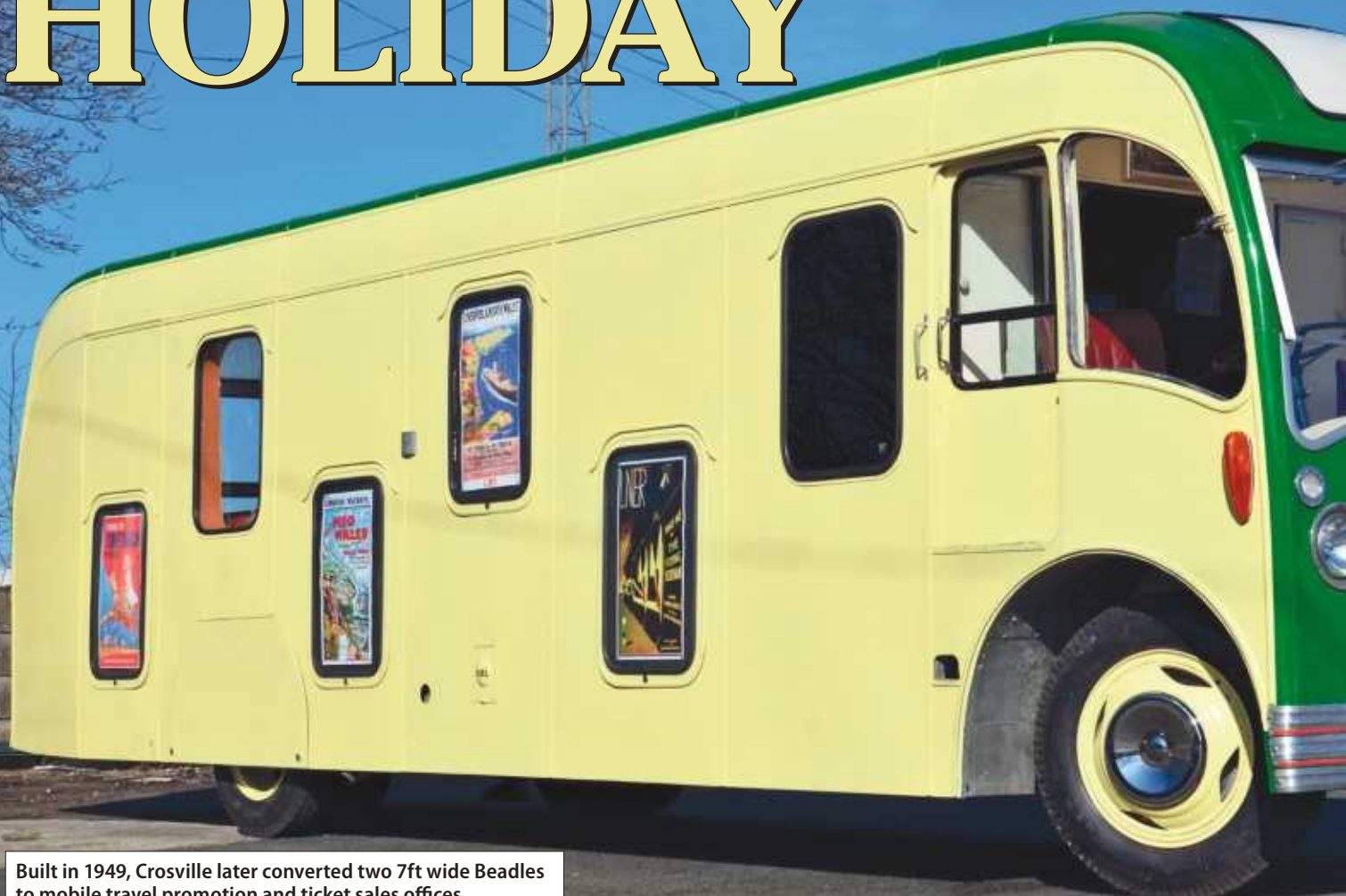


▲ From Holyhead on the Isle of Anglesey, RJ Roberts and Sons used to run cream and maroon Fodens many moons ago. They then had a fair few Scania 111 tractors and when they changed to two-tone green cabs, Scania 112 tractors like this 1985 example were followed by 113 models. This tautly roped and sheeted tractor was captured on the M6 in March 1991.

▼ Loaded high with planks of wood, this very tidy 1984 lift-axle Scania sported a spoiler under the front bumper. The machine belonged to Ian Brumpton of Winterton in Scunthorpe. The lorry was photographed passing through Walsall on the ring road in August 1993.



BUSMAN'S HOLIDAY



Built in 1949, Crosville later converted two 7ft wide Beadles to mobile travel promotion and ticket sales offices.

The quest for something unique to restore over the winter months led brothers Ken and Ray Walsh to a 1949 alloy integral underframe Beadle bus converted by operator Crosville into a mobile publicity and coach tour ticket office. Ed Burrows charts progress from the start last autumn to completion ready for last month's Llandudno Transport Festival

Newly restored, it was one of the stars at the recent Llandudno Festival of Transport. Few will be familiar with its make, but, it's as technically interesting today as it was when new 69 years ago.

Chinwagging as you do, Ken and Ray Walsh mentioned to David Beckett they were on the lookout for a new restoration project. That was at the Kelsall Rally in June last year. "If you come across anything you think might be of interest, we might take a look. But if it isn't rare, or isn't unusual, or doesn't have some kind of story, don't waste your breath." (The Washes are always blunt and to the point.)

"And it has to be nice and bad – in a condition most people wouldn't want to take on. We also like the challenge of restoring vehicles that to start off with we know little or nothing about – finding out as we go along is half the fun. Oh – and it has to be cheap, and not too big to squeeze into The Den."

'The Den' is their lockup workshop in Greater Manchester. Admission is strictly invitation only. Those who do visit are liable to find themselves given a job to do – and it wouldn't be making the tea.

David Beckett is one of the organisers of the Griffin Trust museum and vehicle conservation group. The Trust has extensive

facilities at the Hooton Park Hangers heritage complex adjacent to the Vauxhall Motors plant at Ellesmere Port, Cheshire. The Hooton Park site used to be a military airfield. Some of the buildings date back to World War One.

Next day David Beckett reappeared. "I think I've just the thing. It's a former Crosville single decker bus."

You've said the wrong thing there, chum, mused Ray Walsh to himself...

Ken is maintenance director of Manchester's Belle Vue luxury coach business, which also operates a fleet of yellow school buses under a local authority contract. "We don't do buses, said Ken.



◀ Dartford, Kent bus and coach builder Beadle used an all-aluminium underframe instead of a conventional chassis.



▲ The front was later painted green. The Walshes hope someone will turn up with the original Crosville cut-out lettering.

“That’s the day job. Anyway, we’ve done coaches and buses. We’ve learned the hard way – they can be expensive to restore. We’re only pocket-money part timers, remember.”

David Beckett explained that the vehicle – registration number JFM 990, Crosville fleet number SP/SC-18 – was one of a pair built by Beadle. They entered service with Crosville in 1949 and taken out of service ten years later for conversion into mobile publicity and tourism information centres.

David Beckett had ticked the first box: the name Beadle was unknown to the Walshes. And JFM 990’s twin hadn’t survived. He agreed to email some pictures. They had to admit, it looked unusual. So – another box ticked.

The Griffin Trust had inherited the Beadle, which after being taken out of service in the mid-1970s had more or less rested in one bed of nettles after another as successive attempts at restoration were abandoned. As the name implies, the Griffin Trust’s primary interest is in the products of Vauxhall



▲ Beauty in the eye of the beholder: to the delight of the Walshes, after 40 years of neglect, the Beadle was ‘nice and bad’.

“they’d attack the Beadle in parallel with another restoration project they had on the go”

Motors, most specifically Bedfords. The Beadle was built using Bedford automotive units, which explains why it finally came into the Trust’s possession.

At the end of July last year Ken and Ray moseyed over to Ellesmere Port to give it the once over. As well as delighting the Walshes by being in a sorry condition, two things in particular got their attention. The underframe was unusual in being light alloy, similar to the integral-construction Jensen 6-tonner they’d restored in 2014. Unfamiliarity with aluminium structures was perhaps one of the reasons others had shied away from the Beadle as a restoration project. What also appealed was that at one time JFM 990 had been based at Crosville’s Llandudno depot. The Walshes relish nothing more than setting themselves preposterously tight deadlines for completion.

They read each other’s minds: they’d attack the Beadle in parallel with another restoration project they had on the go, which they were committed to completing in time for last month’s Llandudno Festival of Transport. They’d top that by having the Beadle finished for Llandudno as well. (The ‘other vehicle’ was the Leyland Clydesdale you might have read about in the May issue of *Heritage Commercials*.)

In suitably downplayed negotiating tones, they told David Beckett that yes, they were interested. The Griffin Trust’s volunteers are biased more towards preservation than restoration – they don’t really tackle wrecks. But it was evident that above all, David Beckett wanted to see the vehicle saved.



▲ The Beadle’s interior, stripped bare and exposing the alloy underframe before Ray Walsh began rebuilding work.

The Llandudno idea seemed to do the trick, whether or not he believed it was realistic. “If the price is right, we’ll do a deal,” said Ken. They shook on the brothers having the Beadle in return for a donation to the Griffin

Trust.

A friend of the Walshes, Kevin Taylor, of the Ken Taylor haulage and commercial vehicle repair business in Huddersfield, volunteered to transport the Beadle on its lowloader from Ellesmere Port to ‘The Den’ in Greater Manchester. The move was carried out last August Bank Holiday.

With the vehicle now in their hands, it was time for Ken and Ray to properly understand what they were taking on and researching its history.

Crosville in its heyday operated a bus network covering Merseyside, Cheshire and the North half of Wales. Its huge fleet served pretty well every town and village on the area’s map. The two Beadles initially operated from the Llandudno Junction depot. They seated 35. Six inches narrower than the seven feet six inches legal maximum applying at the time, they were ideal for the narrow lanes and bridges in the remoter parts of North Wales. After being rebuilt in 1959 as mobile information and ticket offices, they were used to promote holiday travel within the region – by Crosville coaches and stage buses, naturally – and did the rounds of resorts, and events such as agricultural shows, eisteddfods.

In 1953/54 Crosville replaced the original



▲ Sleeping accommodation for rally stopovers is behind the kitchen area. Work included adding ceiling insulation.



▲ Prudent upgrades included supplementing the original vacuum gauge and speedo with oil and water gauges.

Bedford OB-type petrol engine with a 4.7-litre Perkins P6 diesel.

Experimental chassis

In 1945, the Beadle bus and coach bodybuilding business in Dartford, Kent experimented with a single-decker bus incorporating an aluminium alloy integral-type chassis. Successive prototypes had Commer, Leyland, Bedford and Dennis engines. Production of integrals commenced in 1948, with most sales going to Crosville's parent, the state-owned Tilling group. The integral underframe structure was available in underfloor- and front-engined configurations. The underfloor option benefitted from collaboration with Sentinel, the only manufacturer at the time with an engine designed for under-chassis installation. Not only was the use of an all-alloy structure novel at the time, it can legitimately be claimed that Beadle initiated the underfloor engine configuration adopted by others in the Britain's bus and coach industry during the 1950s.

Although Bedford and Morris-Commercial running unit options were the norm, reflecting Beadle's takeover by the Rootes group, in its final years the company offered the option of Commer running units – including the TS3 two-stroke diesel which, being notoriously noisy, wasn't really suited to passenger vehicle installation. In all, Beadle is reckoned to have produced as many as 500 aluminium alloy integral-platform single-deck passenger vehicles by the time production ceased in 1957.

To put Beadle's structural innovation into perspective, it may be assumed it was influenced by Jensen, which just prior to WW2 built prototype trucks with a similar aluminium alloy integral frame/



▲ After the first outings, a larger steering wheel was fitted to reduce effort negotiating sharp turns and roundabouts.

load platform (also known as unitary construction). Jensen began quantity production a year or so ahead of Beadle's new bus.

Beadle's choice of aluminium was fortuitous. At the time these vehicles were in production, UK steel output was geared towards the manufacture of goods for export. Aluminium, recycled from thousands of dismantled ex-wartime aircraft, was in plentiful supply.

The Beadle's underframe comprises four longitudinal H-section main beams – two inner and two perimeter members with integrated wheel arch pieces. The cross-

bearers are also H-section units and the same depth as the longitudinal beams. The structure is pop-riveted throughout. (Although not essential, the Walshes elected to veer on the side of caution, drilling out 200 rivets and re-riveting with stainless-steel replacements.)

The alloy loadbearing structure reduced weight. Despite its size, the Beadle weighs only 3.5 tons or so. Less weight required less power, and therefore potentially better performance and lower fuel consumption.

Work began in earnest last September, after Ken and Ray carried out a meticulous inch-by-inch inspection of JFM 990's



▲ Ray Walsh's self-taught coachbuilding skills came into their own making new frames and wooden panelling.



▲ By the middle of last winter, the Beadle bodywork had been made good and ready for painting, which took two weeks.

external bodywork, roof, underframe and interior.

“For us, once we commit, it’s all-out war. And you don’t go to war without photo reconnaissance. Then you have an idea of what you’re up against and can begin to work out a strategy,” explains Ken Walsh. “We photograph everything, before,

during and after. With areas that have to be dismantled, we have a record of how things go back together after parts are renovated or replicated. This is especially important with a vehicle that’s unique and there’s nothing else like it that could refer to.”

The Walshes allocate tasks between themselves. Ray takes the lead on the

bodywork side of things, Ken on the engine, transmission and brakes – everything mechanical, hydraulic and electrical. But they don’t try to give the impression they do it all by themselves. They have an eager band of helpers – and Ken Walsh is definitely Mr Motivator. Some who give hands-on assistance are experts in a particular field. Others are trade suppliers who get caught by the brothers’ enthusiasm and do-it-now mindset and respond accordingly to urgent requests.

Whilst Ray began clearing out the jumbled mess of the interior and systematically removing the plywood side and floor panels, Ken – who self-deprecatingly refers to himself as the Artful Dodger – decided to get the engine running. The Perkins probably hadn’t turned over for decades. It fired up after ten minutes or so and sounded okay. Helped by Chris Kershaw, one of their closest mates, the front panels were removed and the engine and gearbox taken out, followed by the fuel tank, exhaust system, front and rear hubs, brake shoes and cylinders, servo, vacuum tank, brake master cylinder and pipework.

“The Perkins probably hadn’t turned over for decades. It fired up after ten minutes”



▲ Ray Walsh fits a front wheel spat, ready for the brothers’ new pride and joy to have its photo taken.



▲ The 69-year old's first outing, to the Llandudno Festival, a 200-mile roundtrip, was done under its own power.



▲ The dining area, by the rear entrance. All seating newly upholstered, is authentic bus style. Weary rally visitors love it.

Redesign and upgrade

To get at the radiator and front of the engine necessitated removing the entire front panelling and windscreen surround. It was decided there and then that for easier access, they would redesign the way the front of the Beadle was assembled without altering the finished appearance. The growing list of remedial work now included a new radiator, complete new exhaust system and the replacement of all hoses and clips. The decision was also made to replace the gearbox with a 4-speed synchromesh and fit a larger clutch, and to replace the dynamo with an alternator.

"There's a total difference between renovation to preserve originality and a vehicle in a condition that's too far gone for that, says Ken Walsh. "Upgrading here and

there might offend some people, but we like a classic to be practical – and comfortable being driven to and from events rather than being moved on a low loader. Safety is the fundamental issue, and driveability is part of that, which is why we fitted a synchro box for example, and a bigger wheel to make steering easier – and a reversing camera. Modifications like this are consistent with a vehicle that's in regular use. Look at it this way. Crosville had no reservations about swapping the Beadle's original Bedford petrol engine for the P6 after a few years in service."

The Walshes are similarly particular about tyres. "We always have our restorations MoT tested," Ken Walsh continues. "And unless they are good – which is very unusual on the kind of wrecks we take on – we fit new tyres.

I can see tyres being one of the areas where a lot of classics are going to fall foul of the new MoT regime, which is all black-and-white now, with no grey areas."

Now fully retired, these days Ray is more of a full-timer than a hobbyist. It took him four weeks and five gallons of industrial-grade paint stripper to take the exterior to bare metal. The roof was especially difficult – the roof structure of 'The Den' allowed only 18 inches of clearance. "Good exercise," he quips. "You should try it – if you don't mind raw hands." With the paint removed, all joints were re-sealed and fibre-glassed over.

After stripping out the interior plywood panelling – salvaging as much as possible – the aluminium interior structural members and underframe were cleaned and the frame treated with aluminium oxide paint.



▲ The Beadle looks quite different with its front wheel spats in place. They are not worn when the vehicle is driven.

“After sanding and filling minor dents, the roof was sealed with stone chip paint to make it watertight”

Replacement alloy panels included the lower rear body, and new detachable spats were fabricated for the front wheels. Ray also made new wooden frames for the large advertising display panels on the offside of the body and the nearside at either end of the long, crank-operated, lift-up awning.

After cleaning, painting and servicing, the engine and gearbox were reinstalled and the electrics comprehensively rewired.

Now in running condition, the Beadle was moved to Belle Vue's paint shop. Like several members of the company's maintenance team, paint man Robin Churcher gets a kick out of working on the Walshes' restorations. But there was rather more to this than the brothers' usual trucks. The process took two weeks. After sanding and filling minor dents, the roof was sealed with stone chip paint to make it watertight. The entire exterior was first sprayed with etching primer, then two coats of 2-pack primer, then three coats of 2-pack for the final Crosville green and cream livery.

Painting finished, Michael Baker of Carlyle Bus and Coach Glazing fitted 13 specially made windows and polycarbonate roof lights.

With the Beadle now watertight, Ray set about the interior. They show you round.



▲ Time lord Ken Walsh says the 13-hour clock creates more time for completing projects in weeks or months, not years.

Up front behind the driving compartment, a two-bunk bedroom with sink; on the offside, to its rear, a kitchen area with cooker and fridge; in the central area, newly upholstered bus-type seats on each side; at the back, a dining area, benefitting from the three full-width window panels of the original design (two of which have been tinted with opaque film for greater privacy).

A tatty parrot – not so much stuffed as never actually having been alive – is perched

on a tubular chrome stand. Ken is about to explain, but Ray cuts him to the quip: “It’s a dead parrot. Unlike my brother, it doesn’t talk.”

On the side above the dining area is a clock numbered with 13 hours. “It gives us two extra hours a day,” laughs Ken. How else do you think we managed this in less than six months from start to finish – fitting in one or two other projects along the way, of course.” ♦

A Llandudno visitor remembered having his job interview in JFM 990 when Crosville temporarily used it as an office.



Vehicle Wiring Products

"We supply a comprehensive range of wiring products for repair, modification or complete rewire to your Classic Car"



FREE CATALOGUE

Visit our website, phone or email for a free catalogue
www.vehicleproducts.co.uk

Tel: 0115 9305454 • Email: sales@vehicleproducts.co.uk

Vehicle Wiring Products Ltd, 9 Buxton Court
Manners Industrial Estate, Ilkeston, Derbyshire DE7 8EF

To advertise in Heritage Commercial call Bart 01233 228754



MOBILE WELDING SERVICES

Classic & Sports Car Welding Specialists

RESTORING CLASSIC CARS NATIONWIDE - SINCE 2005



Mobile: **07740 582 910**

Workshop: **01299 266 572**

www.mobileweldingservices.org



enquiries@mobileweldingservices.org

A Beaut of a Ute



Owner Richard Emeny.



The 1949 ute was originally used as a works hack Armstrong Siddeley's Brisbane base.

Name a luxurious and comfortable higher-class marque. You have probably listed something like a Bentley or Rolls-Royce which is the obvious choice for many but now add one that has a true 'commercial' connection and one that has not been converted by a specialist coachbuilder. Dean Reader asked that to Hampshire resident and New Zealand born Richard Emeny and he simply said; 'come around to mine and I will show you' and Dean came away enlightened.

The appeal of the Australian light commercial scene still is a big attraction to many enthusiasts here in the UK, and indeed owners. On the one hand in most cases they are in good, if not excellent condition having spent a lot of time in the sun and secondly, they offer a rather different look to our home-grown specimens which make them stand out from the crowd. In what way you may ask? Well the main answer is in the roofline. Most utes are very rotund, almost bubble like, and can often have different rear side panels, but what annoys me, and many owners is when magazines who really should know better refer to British or American pick-ups as utes; they are not!

Over the years, I have seen many

examples imported but most have been based upon the Vauxhall E-series, Ford Zephyr/Zodiac Mk2 and earlier perpendicular Fords, Austin A70s and some Hillmans. These are all examples of those from the lower end of the market but the next step up are the more plusher ones, and that bracket is mostly dominated by the Armstrong Siddeley Whitley, the last model from the Lancaster, Typhoon, Hurricane and the rare Tempest family to enter production.

The Whitley arrived as a sports saloon in 1949 and lasted until 1954. There were two versions and a rare limousine on a long wheel-base chassis but probably the most well known were the examples converted to coupe utilities and primarily bound for Australia. You have to remember that immediately

after the Second World War, the buzz word in British car building was 'export or die' and over there, they loved their commercials, so it was sensible for a manufacturer to build a product specifically for that market.

Apart from the obvious changes, the rest was simply Whitley. That is using the 18hp 2309cc straight-six OHV engine developing 75bhp coupled to a four-speed manual box with synchromesh (although the pre-selector box was an option). Keeping contact with the road was independent torsion-bar front suspension and a live rear axle with beefier uprated rear springs and shock absorbers. The bodywork came in two guises; standard coupe utility and a station coupe, the latter having a small rear bench seat although this created a smaller load area. This combination however was particularly handy for those working on the large sheep farms and these tough utes could carry the workmen and their livestock or tools.

In 1950, the price for the standard light commercial vehicle was £1040 plus tax and with reputation being everything, this 10cwt truck did its job admirably and sold well; like other commercials, exterior trim like bumpers and hubcaps were more plain and simple. So popular were these in fact, it is believed in Armstrong Siddeley circles about 1700 or so examples were built



▲ The interior is basic and functional; seat covers are a Richard trademark.

“I was amazed when I arrived at his home to see this 1949 Station Coupe”

with at least 1300 going to Australia alone. I would estimate that of all the examples currently in the UK, both complete and part restored, the figure could be just under double figures, but they are spread so far apart around the country that when one appears, it garners much admiration. The 18hp range was replaced by the more modern looking 346/Sapphire but it is unclear if any were built for 'down under' although at least 45 pick-ups were built for the Middle Eastern oil fields with one possibly in storage in the UK, along with an example based upon a LWB limousine chassis. This was built to the order of Adcock & Shipley to display their machinery tools; the pick-up survives and the last I heard it was being restored.

Rugged Toys For Boys

I have seen and chatted to Richard at car shows many times as he has a collection of classics which change often but there are always at least five or more in the garages. Therefore, I was amazed when I arrived at his home to see this 1949 Station Coupe sitting in all its beige glory. Nearby was another example in a state of disrepair. This was his first one that he imported from Australia and he knew then that the restoration was going to be a long one. He is keen to add that importing a classic from Oz can be a



▲ There's a generous load area, more with the tailgate down.



▲ The alligator-style bonnet as fitted to many cars of this period.



▲ The engine is nicely detailed and painted to match.

costly one.

However, not knowing exactly how this or that should look or where something should be fitted, he decided to purchase a complete example. That way he could examine one in detail and also try it out. How many of us have bought something we have fancied and realised that the dream is not what we were expecting?

XBV 430 was imported into the UK around 2015 and required some engine work and some minor fettling. It also received a respray with the red accents and had the seats and door cards re-trimmed. It was used for a while until being advertised for sale and that's when Richard bought it. You would think that buying a truck for well over £5000 it would be ready to roll but sadly it was far from it as soon after there was a major engine failure, so Richard had no choice but to get it rebuilt; the gearbox was checked at the same time and deemed ok. Richard is a stickler for detail, far

more than I am, and whilst the engine was out he set to and cleaned up the engine bay, painting it beige to match the exterior, likewise detailing the engine itself.

Some of the ute's history was known as well. It was originally used as a works hack at Armstrong Siddeley's Brisbane base for many years before going to a Clifford Grise, who incidentally also owned the rough one Richard purchased - what a small world! It then went to Adelaide with someone before going to a garage to be sold. It sat unloved and un-purchased for a while before Alec

“It was originally used as a works hack at Armstrong Siddeley's Brisbane base for many years”

George Evens purchased it and brought it the many miles by boat to the UK.

Have You Seen Shaun The Sheep?

In my aim to find the perfect backdrop, I wanted something with a farming or agricultural background, after all, this ute was once happy bouncing across rough ground chasing sheep so I left this conundrum with Richard as he lives in Sway, in the heart of the New Forest so he must know someone with a farm?

I got a call to say he had hit gold, and I am not talking amber nectar gold either. Via a friend, he spoke to Steve Blomfield and he had some sheep in a rented field over in Milford-on-Sea so that where we headed out. I mastered the technique of entering a suicide-doored classic and gave the door a slam - good solid doors back then. With nothing in first except pull off, second gear saw us hit 20mph, then 3rd for 30mph and into 4th and I was amazed at how smooth it was, its posh roots coming to the fore I reckon, and we bounded along down the country lanes. Not that she is raced anywhere but Richard thinks she would hit 70mph easily, but you just don't feel like doing that. Handling was good as well for a heavy beast. You forget that this is a commercial vehicle even when we slow down for the speed humps, these not even being felt from the hard



▲ Plain and simple hubcaps for this old workhorse; chunky tyres are a necessity.



▲ A period advert from Australia.



▲ Don't be fooled, the twin glass is in fact one-piece.

◀ A classic feature of any old car – suicide doors.

rear suspension. The three-seater bench seat was supremely comfy although it had been re-covered so I guess any sagginess was sorted at the same time. One interesting feature that confused me was when I tried to open the quarter light; it is in fact one-piece glass panel. I noted the blind in the rear window, another popular feature on Australian cars and commercials but was baffled when Richard said it was fixed; I could not see what use it would play.

Arriving at our destination, it was perfect in a British sort of way whereby the sheep were in a field; an Aussie 'field' would be like a county! I forgave Richard when he realised that the rear compartment was full of rubbish for the tip; 'hey, it's built to haul so don't worry about it' I said, and we headed home, feeling sad in the knowledge that I had a lamb roast in the oven that night!

My thanks go to Richard for his time and to Steve for access to the land. ❖



▲ Blind is fixed but does work in giving privacy apparently.

▼ The load-bed cover is a welcome addition for the UK.



Steering Wheel Repairs



1 An Austin A35 steering wheel ready for a bit of TLC.



2 A typical shrinkage crack where the metal centre meets the plastic.



3 This crack goes all the way around the steel core and will need cleaning back to good metal.

Richard Lofting goes through the process of restoring a classic vehicle's steering wheel.

As regular readers of these workshop articles will be aware I play around with old tractors, and unless the make and model are rare examples replacement steering wheels are usually readily available as there is a thriving reproduction market. Commercial vehicles on the other hand have to rely on second-hand spares, or if very lucky, the new old stock if available.

Epoxy Repairs

To repair an existing steering wheel is not that difficult, it just needs some patience and a little work. Steering wheels have a hub that attaches to the steering column, although covered with plastic, bakelite or whatever, it will be either steel or alloy and from this will be steel spokes that lead to the rim which will have an internal

core of steel. Providing that the shape has not been compromised through accident all that will need repairs is the outer skin, and the best thing for this is two-part epoxy putty. This stuff is easy to mould and will stick to almost any surface providing it is clean, and once hardened can be sanded, machined, drilled or tapped and will not shrink or deform.

Preparations

The key to a successful repair is in the preparation. If you are dealing with cracks these will inevitably have gone right through to the steel. For the repair to be successful and long lasting any corrosion (rust) will need to be removed. The best tool for this is a die grinder or even a Dremel with a pointed tool to 'v' out the plastic. This will not only allow access to the inner frame to remove the rust but will increase the surface area that the epoxy has to form a good bond with, making for a stronger repair.

Mixing

Epoxy comes in several forms, but the usual way to use it is to mix the epoxy resin with equal amounts of hardener. For this job the

putty type is a better proposition and is available in several colours and comes with the hardener and putty in a handy stick. To use it's a matter of cutting off the length required from the stick and mixing the two parts together to activate and place before it starts to set off. The one I purchased from our local tool shop is a fairly rapid setting version with a working time of 3-5 mins and set hard in 60 mins so all the prep needs to be done before mixing! Although the instructions included with the product suggests mixing with your fingers I would recommend that gloves are worn



4 Another age-related crack on the underside of the steering wheel.

HEALTH AND SAFETY

- Wear suitable gloves to avoid skin contact.
- When sanding wear a dust mask.
- If using power tools such as die grinder etc.
- wear appropriate eye protection.



5 A tube of epoxy putty is ideal to fill the cracks as it does not shrink and sticks to most things.



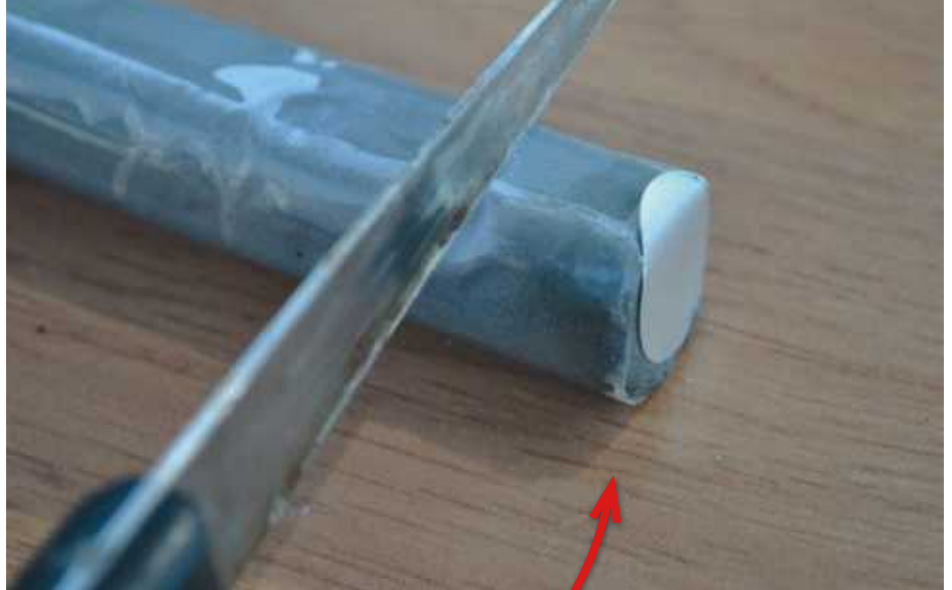
7 The alloy centre will probably need bead blasting before repainting, but the crack is cleaned ready to fill.

as it says that it can cause skin irritation. I could have shopped around for the putty in black but the local tool shop only stocked steel grey, but as I will bead blast the alloy wheel centre and then paint the whole wheel the epoxy colour didn't matter in this case and for the pictures the contrast helps in showing what is going on. Provided you make a clean cut through the roll of putty and minimise the contamination of the two parts with the other, then it can be placed back into the supplied plastic tube and kept in the tool box for other little repair jobs around the vehicle as and when required.



9 From the cut end you can see the putty and hardener in two distinctive layers.

6 To get the putty to stick the corrosion needs to be cleaned off and the plastic 'veed' out.



8 To use the putty cut off the amount you need from the roll.



10 Mix thoroughly until a uniform colour and it is ready to use.

TOOLS REQUIRED

- Die grinder or Dremel to 'v' out the cracks.
- Epoxy putty.
- Various grades of abrasive paper to finish.
- Suitable paint to repaint whole steering wheel.
- Suitable spanners and a puller to remove steering wheel from vehicle.



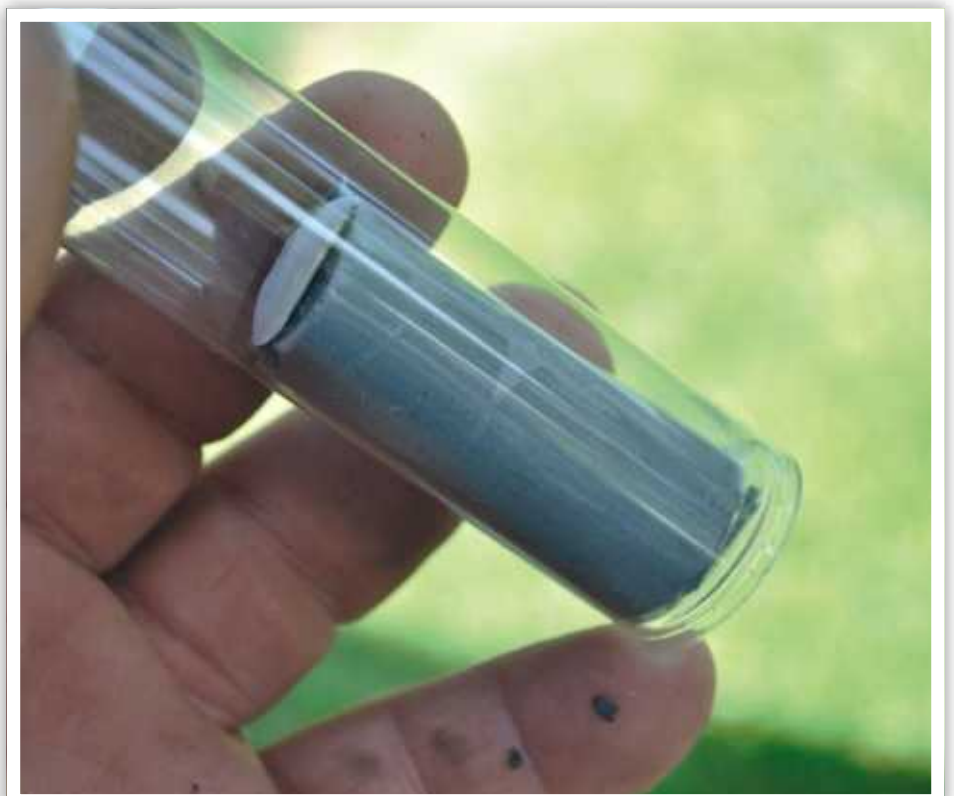
11 Ram the putty to the bottom of the cracks so that it adheres to the steel rod.

12 The main crack needed more putty than I first anticipated so a second mix was required.



13 Fill the crack so that it is proud of the finished surface.

14 Once hard it can be sanded back to the correct profile.



15 Going through the grades as the repair is sanded will give a finish ready for painting in black gloss.

16 With a clean cut the rest of the putty can be placed in the tube for future use and is ideal for all sorts of repairs around a commercial vehicle.

FINISH

RackingSolutions ☎ 01977 555007

HEAVY DUTY / COMMERCIAL SHELVING AT UNBEATABLE PRICES



- ✓ **1.5mm Powder Coated Steel** for superior anti-corrosion
- ✓ **15mm Chipboard Shelves** fantastic for heavy items
- ✓ **3 Support Beams per Shelf** for ultimate support
- ✓ **Easy to Assemble** no screws or bolts needed
- ✓ **Shelves Adjustable Every 40mm** giving complete flexibility of use

FANTASTIC GARAGE STORAGE & WORKBENCH KITS



Buy 1 get 1 Free
£99.99
+VAT
& DELIVERY



COMMERCIAL SHELVING SPECS:

- High Visibility Orange or Blue Beams Depending on Range Selected
- Extremely High Weight Capacity per Shelf
- Boltless Construction for Quick and Easy Construction
- High Grade Chipboard / MDF Shelves
- Steel Construction for Maximum Strength
- High Quality Powder Coated Steel

WORKBENCH KIT SPECS:

- 2x 900 High x 1500 Wide x 600 Deep Extra Heavy Duty Workbenches
- Adjustable Shelf Height Every 35mm
- Boltless Construction for Quick and Easy Construction
- 15mm Chipboard Shelves
- Steel Construction for Maximum Strength
- High Quality Powder Coated Steel

✓ TRUSTPILOT



EXCELLENT
500+ REVIEWS



Fast Next Working Day Delivery as Standard

Visit www.rackingsolutions.co.uk for more great deals



FREE ADS

FOR MAXIMUM IMPACT, INCLUDE A PHOTO WITH YOUR AD

Photos are printed free but cannot be returned. We can only accept one advert per reader per issue.



Email: **cars@kelseyclassifieds.co.uk**



Tel: **0906 802 0279**

(Lines open Mon to Fri, 10am-4pm, calls cost 65p per minute plus network extras. Calls from mobiles and some networks may be considerably higher). Service provided by Kelsey Media. For complaints or any queries about the premium rate number, please call 01959 543723, available 9-5pm, Mon-Fri.



By post

Complete the coupon below and post it to:
Heritage Commercials free ads,
Kelsey Media,
PO Box 13,
Cudham, Westerham
TN16 3WT



READERS' ADVERTISEMENT COUPON

CATEGORY: FOR SALE WANTED
 VEHICLES PARTS MISCELLANEOUS



ADVERT DETAILS:

Make/Model:

Year: Price: Mileage:

Main Text (no more than 30 words):

.....

.....

.....

.....

.....

.....

.....

Ad Contact Number:

ADVERTISER DETAILS:

Name:

Address:

.....

.....

Town:

County:

Country:

Postcode:

Telephone:

Email (optional):

PRIVATE ADVERTISERS ONLY MUST SIGN HERE:
.....

(The goods advertised are not offered by way of trade.)

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please contact the sales person on 01732441642.
- Kelsey Media reserves the right to edit adverts that exceed the 30 word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of 6 months.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.

- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- No other correspondence can be entered into.
- Business Advertisements (Disclosure) Order 1977. Dealers and traders are reminded that they are committing an offence if readers are led to believe that goods are being offered by a private seller.
- Kelsey Media uses a multi-layered Privacy Notice giving you brief details about how we use your personal information. For full details visit www.kelsey.co.uk, or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, we/our partners may contact you about products/services to be of relevance to you via direct mail, phone, email and SMS. You can opt-out ANY time via [email data.controller@kelsey.co.uk](mailto:data.controller@kelsey.co.uk) or 01959 543524.

AEC

MATADOR



POA. 760 engine 6 speed box. Fitted with Harvey frost crane. New to Caledonian bulk liquid transport. Please call 01522 754321.

MERCURY



1965, £4,750. 470 engine with 6 speed box. Drives well with full air brakes. Chassis and props extended to original spec. Tillitson cab needs restoration all parts and windscreen included in sale. Please call 01766 530664 or 07889 193981.

MERCURY



1954, £10,000. Flat bed 1, 2 axles rigid body. Please call 07831 352656.

ALBION

CLAYMORE TIPPER



POA. Cab and body restored, new battery and is diesel. Please call 07710 382947.

AUSTIN

FG420 4WH DIESEL

£550. New platform bodywork, cab and bodywork ready for repainting. Please call 01327 878598.

BEDFORD

3 TON TRUCK



1934, £20,000. In London based Original Owners Livery after spending a small fortune. Original in Service framed picture of the truck operating out of a London Depot. London to Brighton Run 1998 after restoration. Shown at Shrewsbury Steam Rally for the last 18 years. Very genuine and near original truck in first class condition. Please call 01952 727326.

BEDFORD

1982, £1,800. Good runner for restoration. Also Bedford TK 1966 12 ton tipper alloys. Please call 07759 473380.

JI FLAT



1959, £8,500. 12' drop side, 220 engine. 4 speed gearbox, new tyres, VGC, lots of spares. MoT and tax exempt. Please call 07885 253379.

J TYPE



1967, £9,950. Short wheel base breakdown truck. Very easy to drive and completely restored. Used to be a flat bed lorry. Sand blasted, new wiring loom, stainless steel sleeves in all brakes and painted in Morris Minor Trafalgar blue. Brand new interior, seats etc. Spats on rear mudguards. Looks more like a showman lorry, Harvey Frost crane, tax exempt, MoT exempt. Taxed until May 2019, can be driven on a normal car licence. Please call 01737 221643 or 07957 819664.

O SERIES



1949, £6,800 ONO. In original condition and in excellent running order. In regular use for shows and can be driven away. Original reg and number is transferable. Please call 07860 266949.

BRISTOL

HG6L



£25,000 ONO. Very rare ex BRS Bristol stored in heated garage. Please call 07790 214182.

COMMER

QX 2 STROKE DIESEL



1963, £16,750. Fully restored, 100% heavy recovery, 4 wheels, taxed for 16 ton operation. HSU 159A. Please call 01327 878598.

DAF

2500



1988, POA. Very good for age starts and drives, good tyres even the radio works no paper work or log book sold as seen Please call 07801 061792.

DODGE

50 BEAVER TAIL



1984, POA. 6.5 tonne. Please call 07867 67421.

100



1984, £995. Demountable, aluminium horsebox, partitioned to carry three horses. Rubber flooring, excellent Perkins engine and running well. Does need another cab. Please call 01588 680605, Shropshire.

100 G7575



1980, £2,750 ONO. Chassis cab, manual gearbox, 7.5t, 121,000 kms, rear window is missing, previously used as a horse box, runs and drives well, very clean truck. Please call 07540 722608.

ERF

230 TURBO UNIT



1985, £15,000 ONO. Converted for special purposes, full living accommodation, Ring feed hitch. MOT exempt. Please call 077879 46090.

A SERIES

1974, £3,000. Drawbar model, 31 tonner, Gardner 180 engine. Also ERF 1970 chassis cab and Gardner 6LW engine. Please call 07759 473380.

A SERIES



1971, POA. 23ft flat body, Gardner 100 engine, 5 speed gearbox, 2 speed rear axle. In show condition. Please call 07736 920831, Northern Ireland.

E14 320



1992, £POA. In very good condition and runs excellently. MOT June 2018. Alloy wheels and a very nice coat of paint always garaged. Please call 07734 077576

KV



1960, £12,750. Fully restored, ready for rally season. Cab rebuilt, complete new body. Down rated to 7,500 kg. Please call 07708 578278.

FODEN

4000 SERIES

1987, POA. 6x4 sleeper cab unit, Cummins engine, Eaton gearbox and axles. Air suspension. Excellent condition. Please call 01356 648690.

S20 2 AXLE RIGID



1959, £10,000 ONO. Drop, side body, Gardner, 6LW engine. Stored in heated garage. Please call 07790 214182.

S21



1966, £6,500. Special order for Blue Circle Double drive tractor unit on super singles. 220 Cummins with 4.8 Diffs and a 12 speed box. Unfinished restoration but new parts have been fitted. Please call 07768 101859, Cheshire.

S80

1998, POA. With 180 Gardner engine and box body. Good runner and has been stored for 10 years. Engine runs well and cab in good condition. Please call 07799 807436.

S85



1981, 5,950 Miles, £5,000. Replacement Telstar gritter body, conveyer needs wiring work, Rolls-Royce engine and is a good runner. Please call 07624 475068, Isle of Man.

FORD

D SERIES



1969, £12,500. Arctic, MoT October 2018, 20 step frame arctic trailer. Please call 01752 822245.

LEYLAND

BEAVER



1947, £9,500. Good condition ready to go ex BRS draw bar motor 2to1 transfer box drive anywhere new batteries. Please call 07974 088148, Dorset.

ERGO CAB



1968, £12,500 ONO. Ergo Cab, 4x2 Dropside Flat, 400 engine, drives and looks fantastic. Rebuilt from the ground up, including total engine rebuild. Please call 01298 84312.

MORRIS

COMMERCIAL 3/4 TONNER



1947, £POA. Restored some 30 years ago, has done very little road work since. Starts on the button, runs well, clutch was replaced, gearbox good, axles good, brakes good, steering good, paint work good, most of the electric work, fuel gauge need attention. Can send more photo if needed. Please call 07797 911309 OR email ralphmorin@hotmail.com.

FFK 140 FLATBED LORRY



1960, £10,750 ONO. Good working order and registration document. Please call 01993 775442, Oxfordshire.

RENAULT

MIDLUM 7.5 TON



2004, £2,500 ONO. Boxvan tail lift tested till 2018. Good tyres (2 new) radio/cd new clutch (March) drives nicely. Please call 07715 007314.

SCAMMELL

305



1978, £6,500. Rolls 305 BHP. 15 speed box. No rot in cab, sleeper cab for two. Please call 07979 975610.

CONSTRUCTOR 2 8X4 STEEL TIPPER



£5,500 ONO. Factory fitted auto gearbox. All working fine starts and runs well, cab needs some welding and a small amount needed also on body. She is still painted up in Elliott Bricks colours and logo which was a well known local firm. Please call 07711 050938.

PIONEER



1940, £13,750. Served with desert rats during WW2. Has been owned and rallied regularly for the last 14 years. Pickford's livery. Please call 01406 426361, Lincs.

ROAD COMMANDER II



POA. American White. Tractor unit, 4 wheeler. Cat engine. Right hand drive. Please call 07772 456692.

TRUNKER



POA. Full history, excellent runner. Please call 07850 408289.

TRUNKER



£16,000. AEC gearbox, this lorry has had lots of money spent on it in the last twelve months, including a total cab rebuild, revealing and the box body repainted new stainless exhaust silencer made for it ring for details. Please call 07805 039684.

SCANIA

111



£5,000. 4 x2 rigid, not registered, starts and drives, The cab does require some welding. Please call 07855 489452

112 INTERCOOLER 333BHP



1986, £10,500. 24ft keruing flat. Very good condition. Will work as well as show. Been used as back up hay and straw. 8 weeks inspection. Current owner 20+ yrs. Please call 07831 419325.

124 420



2004, £6,750 ONO. Topline CAB, twin bunk, manual, taxed private, no VAT, good clean truck, tested until June 2018, good tyres and strong truck. Please call 07840 110709, North Yorkshire.

142



POA. 6 x breaking, will sell complete or break. Please call 07855 489452.

R143M



1991, £13,750 +VAT ONO. Original condition, 4X2 tractor unit, would make the ideal restoration project, runs and drives well. Please call 01283 821028, Staffordshire.

THAMES

ET6



1954, £5,250. Petrol. 7 new tyres, new tubes, new carburettor, new brake master cylinder and new battery. MoT and tax exempt. Please call 02889 521934.

FORDSON THAMES



1949, £8,500 ONO. Tax & MoT exempt. Good runner, new tyres, very good cab and loads of new parts. Good chrome and brakes overall. Please call 07772 648848.

TRADER

1963, 1,600 miles, POA. Crew cab, only three ever made of this type. Please call 07880 740638, Warwickshire.

VOLVO

F7



1983, POA. Day cab tractor unit, 8 speed gear box, 28 ton GTW and in show condition. Please call 07736 920831.

FL10



1987, POA. 12 speed box, tyres 90%, tested and being used to this present day. First class condition, vertical stack and well looked after. Open to offers. Please call 07970 859049, Hertfordshire.

FL10



1989, £8,500 ONO. Restore interior, good tyres and brakes, lots of new parts. Please call 078505 20803, North Yorkshire.

F10



1993, POA. Fully restored to show condition and a stunning show winner. LEZ compliant and always garaged. Please call 07831 611227.

F10



1993, POA. Original condition. 4x2 tractor unit on air. Runs and drives well. Tipping gear. Please call 00353 87764 4984.

F88



1976, POA. Please call 35386 6060358

FH 12380



1996, POA. Only used for vintage runs, spotless inside and out. Please call 08631 25737, Cork, Ireland.

NH12



2002, £23,000. Nice original truck mechanically ok. DI2D engine 460 HP needs some attention to paintwork. Very nice example of this rare truck 6x2 tag axle air suspension. Please call 07967 019148.

PARTS FOR SALE

7 COMPLETE TYRES



£300 ONO. 750 x 16. Please call 01740 652667 or 07712 808252.

BEDFORD TK NEW WINDSCREEN

£100. Also to fit MJ, MK, KM. Please call 02085 684333, West London.

FORD "B" CHASSIS

1932, £1,950 ONO. In primer, unused, Chevy engine mounts, new servo and brake master cylinder. Built by Chris Boyle at Rodline Int. Please call 01404 548175, Devon.

GARDNER PARTS

POA. Also engines. Will exchange parts. Please call 07900 036151, Kent.

JENNING SLEEPER CAB



POA. This truck include glass intact, some interior and fibreglass day cab sheet rack. All FOC, loaded to your vehicle. Please call 01733 211175, Cambridgeshire.

LEYLAND 600 PARTS

POA. Pair of cylinder heads, a vacuum servo for a Military Hippo, a rebuilt radiator for a Interim Beaver, Leyland Comet step rings with carriers and head gaskets for Leyland 7.4. Please call 07895 953388.

SCANIA TRANSMISSION FILTER

£10 including post. Filter 1768402. Please call 01423 709175.

VOLVO F86 PART

£40. Nearside roar corner cab curved glass window. Please call 07760 323470.

VOLVO F88 POWER STEERING BOX

1976, £275. Please call 07836 514189.

WINDSCREENS TO FIT LV AND A SERIES

£125 EACH. Also front indicator lenses. Please call 01524 241994, Lancs.

WHEELS TYRES AND TUBES



£30 each/£50 for both. Two six stud, split rim wheels, tyres and tubes. 750 X 16 to fit Bedford TK or Ford D series. Please call 07738 124489.

MISCELLANEOUS FOR SALE

AUTOMOBILE REPAIR VOL3 COMMERCIAL VEHICLES MANUAL

1953, £15. 492 Pages. Price includes postage. Please call 07534 342021, Surrey.

DAF 95 SERIES HANDBOOK MANUAL

£10. Please call 01423 709175.

DINKY 972 20 TON



£55. Lorry mounted crane, in mint condition and all working with original box. The box is slightly worn. Please call 07786 385415.

FACTORY WORKSHOP

POA. For Perkins PA 148 and 4 154 including Mazda 205 diesel. Also some handbooks for Perkins engines and Perkins grill badge and drivers coat badge. Pictures via email and all genuine items. Please call 01872 575140.

GENUINE DIFFERENT WORKSHOP MANUALS

£20 EACH. For Leyland Ergo, Terrier 650-950, Bedford KM, Commer V range, Commer C range and Dodge K Parts manual. Commer TS3 199, Commer WB and VA, Commer-Dodge LA6 and wedge type. Also a Commer Hydro-steer manual. All in good condition. Price includes postage. Please call 01872 575140.

HEAVY DUTY TRAILER

£500. Suitable for half size miniature steam road locos. Turntable steering, solid twin tyres. Please call 01629 823428.

VARIOUS COMMERCIAL VEHICLES WORKSHOP MANUALS

£20 EACH. Leyland Comet N.C, Leyland EA350-420, L.A.D. AV505, AEC Mamouth MK1 AV 690-691, BMC J4 illustrated body parts manual, BMC 1.5 diesel, Morris 7 ton Willenhall, Ford N.C trader parts book, Morris J.B and Ford ET6 parts book. Please call 01872 575140.

VOLVO S88 AND S86 SERVICE MANUAL

£Offers. 13 parts in all, good condition. Please call 07985 691137.

COMMERCIALtrader

the place to buy and sell

COMMERCIALS FOR SALE

RUSH GREEN MOTORS

Langley, Hitchin, Herts SG4 7PQ
Tel: 01438 354174 Fax: 01438 353560
www.rushgreenmotors.com

Largest varied stock of Commercial Vehicles and Spare Parts in the UK Pre 1940 to 1990.

Bedfords always purchased

UK & Continental Vehicles including EC, ATKINSON, ALBION, BEDFORD, B.M.C., COMMER, DODGE FORD, LEYLAND, MAUDSLEY, SCANIA, SCAMMELL, SEDDON, THORNYCROFT, VOLVO etc.

NUMBER PLATES

www.chestnut-registrations.co.uk

All vintage & classic number plates manufactured
Black & silver metal pressed (flat peak and ace peak)

White & yellow metal pressed, stick on plates,
silver, white & black riveted digits & many more
Motorcycle number plates and odd sizes

Order Online Now!

KPH 30 PAS 376

Tel: 0151 924 6480 - Mob: 07860 145384

sales@chestnut-registrations.co.uk

PO BOX 333, Crosby, Liverpool, L23 2WB
Registration Numbers Bought For Cash

VISA

MasterCard

SERVICES

ARMOTO
FROM FARADAY TO MODERN DAY

REWINDS & REPAIRS

MAGNETOS DYNAMOS ALTERNATORS MOTORS

Specialists in heavy duty PSV vehicle components:

3 year warranties on fully reconditioned units

Typical turnaround 7 - 14 days

In house winding facilities



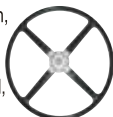
Stators Rotors Armatures

Armoto Motor Units Ltd Tel: 01246 452111 / 826667
Unit 28, Markham Lane Commerce Park, Chesterfield Derbs, S44 5HS
armoto.co.uk email: sales@armoto.co.uk

RESTORATION

Steering Wheel Restoration

Steering wheel restoration, vintage to modern cars, tractors, lorries, buses, boats. Bluemels, Celluloid, Bakelite, Wood & Plastic



tel: +44 (0) 1843 844962 or 07795 182 563
www.SteeringWheelRestoration.co.uk

TRANSPORT

TRANSPORT AVAILABLE



for tractors, classic commercial vehicles, agricultural machinery, etc.

Phone for quote 01531 670357 or
email: rjtransport@btconnect.com
Herefordshire

SERVICES

IAN BONE CVR

COMMERCIAL VEHICLE RENOVATION



CONTACT IAN

• 07979 550035
• 01228 672959



TIME SERVED 50 YEARS EXPERIENCE

Cab fabrication to metal wood fibreglass

Complete repainting 2pk system
basecoat & lacquer

Snows Commercials Ltd

Specialist Truck Breakers

Recycled Late Trucks & Trailers
from the likes of...

• Volvo • Scania • MAN
• Mitsubishi • Canter • Isuzu • Hino

To see the full range of
recycled parts visit

www.snows-commercials.co.uk

01454 632508

Vimpennies Lane ATF
Compton Greenfield, Bristol BS35 5RY

D.H. Day

MAGNETOS, DYNAMOS & STARTERS

rebuilt and guaranteed three years.
Steering wheels recovered in
genuine celluloid.

Components manufactured to
sample/drawing.

Full machine shop facilities.

Aldrans, Church Hill,
Wroughton, Swindon,
Wiltshire SN4 9JR

Tel: 01793 812323

Fax: 01793 845323

Quote Ref: ADV

SPARE PARTS

JONES SPRINGS (ENGINEERING) LTD.

Manufacturers and repairers of Land Rover springs
including Steam Locomotives, Air Suspension,
Vintage and Classic Cars.

Specialists in Spring Modifications. U Bolts and
Associated Spring Sundries Always in Stock.

GLADSTONE STREET, DARLSTON,
WEST MIDLANDS WS10 8BE

Telephone: 0121 568 7575

Facsimile: 0121 568 7692

E-mail: sales@jones-springs.co.uk • Website: www.jones-springs.co.uk

CLASSIC SPARES

Brake and clutch hydraulic spares for
post 1935 classic and vintage buses,
coaches and commercials.

Kits for master cylinders,

wheel cylinders and slave cylinders.

New and recon cylinders.

Brake hoses from stock or

made to pattern.

Cylinder resleeving service

Contact:

Ian Wonnacott, Classic Spares,
The Forge, Fore Street, Kenton,
Devon EX6 8LF.

Phone & Fax: 01626 891645

ian@classic-spare.co.uk

www.classic-spare.co.uk

LOCKHEED & GIRLING

BRAKE & CLUTCH HYDRAULIC CYLINDERS

FOR ALL BRITISH COMMERCIAL
VEHICLES 1935-1980

HUGE STOCK OF NEW MASTER
CYLINDERS, WHEEL CYLINDERS,
CLUTCH SLAVES,
FLEXIBLE HOSES,
REPAIR KITS etc.

WORLDWIDE MAIL ORDER

POWERTRACK LTD

Tel/Fax: 01344 886522

www.powertrackbrakes.co.uk

SPARE PARTS

Midland Automotive Parts Ltd.

For all your Bedford Spares

Specialising in AWD, J, TK, TL, TM,
TM Military, M Model Military, Coaches

Established over 30 years
World wide distribution

Phone No: +44 (0) 1691 652912

Fax No: +44 (0) 1691 650022

Email: midlandautomotiveparts@yahoo.co.uk

Web: www.bedfordspares.co.uk



We have MASSIVE stocks of the following
BRAND NEW spare parts FOR ALL
TRUCKS, PICK-UPS, VANS, COMMERCIALS,
TRACTORS & CARS 1920's TO 1980's

King Pins & Bushes Sets, Track Rod Ends, Drag Link
Ends, Draglinks, Head Gaskets + Upper & Lower Gasket
Sets, Engine Valves, Valve Guides, Valve Springs,
Piston & Ring Sets, Shell Bearing Sets.

Contact John Davis - 01724 784230

(Phone, Fax, Answerphone) or by mail to
John Davis, Beltoft House, BELTOFT, North Lincs DN9 1NE
or email: johndavis.vintage@btinternet.com
(For availability, quantity & price)

To advertise
contact Bart
on 01233
228754

SIGN WRITING

GRAHAM BRIDGES LTD.
Signwriting



Established 1973

WWW.GRAHAMBRIDGES.CO.UK

email: graham.bridges@btconnect.com

01472 813785 ■ 07961 326898

TRADITIONAL SIGNWRITING
COACHLINING - GOLD LEAF

STORAGE

STEEL BUILDINGS



HEAVY DUTY STEEL BUILDINGS

- ◆ Extremely cost effective
- ◆ Workshops/Garaging/Storage
- ◆ Widths from 20ft to 70ft
- ◆ Unlimited Lengths
- ◆ Buildings to BS 5950
- ◆ Finance available

BLUELINE BUILDINGS

Tel 01709 578333

STORAGE

PROCAST Manufacturers
of Nameplates
and owners plates

In cast brass, aluminium,
gunmetal and cast iron.

Please contact us to discuss
your requirements.

Other casting and pattern making
commissions also undertaken.

Procast, Netherfield Mills, Brodford Road,
Cockshottan BD19 3JP.
Tel: 01274 862785

Email: procastco@aol.com
Website: www.procast.co.uk

TRAINING SERVICES

TRANSCHAM
TRAINING LIMITED

Training Centres at
Warrington, Wakefield
and Mobile

ADR, DCPC, Forklift and DGSA
Consultants

Full ADR including Tank
Module and Class 1 Explosives
with 35 Hours DCPC £600

Tel: 0151 488 0961 / 07915 610232

www.transchemtraining.com

SHOWS



We ship anywhere in the world.

www.tracytools.com

PRODUCTS

- Taps and Dies
- Special Sizes
- Diestocks
- Boxed Sets
- Tap Wrenches
- Endmills
- Clearance Bargains
- Slot Drills
- Tailstock Die Holder
- Drills HSS
- Centre Drills
- Reamers
- Drill sets (HSS)
- Drills
- Thread Chasers

Acme
Taps



Taper Shank
Drills HSS



Reamer



Taps &
Dies



Tracy Tools Ltd

Tap & Die Specialist, Engineer Tool Supplies

Tel: 01803 328 603 Fax: 01803 328 157

Unit 1, Parkfield Ind Est, Barton Hill Way, Torquay, Devon TQ2 8JG

Email: info@tracytools.com

www.tracytools.com

AUTO ELECTRIC SUPPLIES LTD



Fast Mail Order Service
Order Online or by Phone

01584 819552



www.autoelectricsupplies.co.uk

FREE 130 PAGE CATALOGUE AVAILABLE

THANKS JIM FOR THE – VERY MANY - MEMORIES



Jim's 1950 Albion Chieftain FT.37L pictured on the HCVS Tyne Tees Run in 2012.

Jim Wilkinson.

Bob Tuck marks the passing of Jim Wilkinson - 'Mr Albion' - who enjoyed 93 years of varied life.

I can picture Jim Wilkinson reading this page in the magazine and saying: "I wish you had called me Mr Halley Bob – rather than Mr Albion – because the Halley was a real wagon." Yes, Jim was the sort of guy who wore his heart on his sleeve and when it came to the Scottish manufacturer of Halley Motors then there was no one so passionate – and knowledgeable – about a firm that went out of business in 1935. Jim fell in love with Halley because of the influence of his late father – Jim senior – but sadly, Halley's most passionate champion passed away on 7th May '18 at the

grand old age of 93.

Regular readers may be aware that we recently featured some early exploits of Jim's life in the March & April '18 issues of Heritage Commercials. The basis of these two stories was the diaries Jim kept of his RAF service in Hong Kong. Those people who knew him weren't surprised that Jim had kept such meticulous records because they recall someone who always did his best to get things just right. Whatever load carrier he may have driven (firstly for Powell Products then later at Blue Circle Cement) Jim was a sympathetic

driver who always looked after whatever he was given.

However, to many, Jim is best known for his phenomenal knowledge in the preservation field where he became a recognised world-wide expert on anything Albion. He had the foresight to join the Historic Commercial Vehicle Society (when in its infancy in the late '50s) as a life member and subsequently saved himself a huge amount on their annual subscriptions. He was a tireless worker of this cause in his native North East England and was to become the long-serving Secretary when the HCVS set up their regional offshoot. Since 1983, the highlight in the North-East calendar was the annual Tyne-Tees Run and Jim was again very much involved – even if his unique recording system was something only he could work out.

Working alongside Jim as part of the back room staff on the Tyne Tees was his wife Audrey. They were married for almost 65 years (before she passed away in May '17) while with them for the last 50 years was their son Iain. The preferred choice of transport for this Wilkinson trio was the much cherished 1950 Albion Chieftain which Jim first drove at Powell Products and then saved for preservation in 1971. I was lucky enough to be allowed to drive Jim's pride and joy on a few occasions and found it to be one exceptionally nice vehicle to handle.

Jim's passing leaves a huge hole in the North-East preservation world. Many, many, people will never forget the help they got from someone who simply would like remembering as 'Mr Halley.' Thanks again Jim. ❖

Jim Wilkinson senior with son Jim and his younger brother Bill. The lorry is a Powells' Preserves Halley.



Heritage Commercials
Kelsey Media
Cudham Tithe Barn
Berrys Hill, Cudham, Kent, TN16 3AG

EDITORIAL
Editor: Stephen Pullen
Email: hc.ed@kelsey.co.uk
Art Editor: Philip Silk

Contributors: Bob Tuck, Alan Barnes, Ed Burrows,
Mark Gredzinski, Bob Weir, Richard Lofting, Dean
Reader, Mike Forbes.

ADVERTISEMENT SALES
Tandem Media
Managing Director: Catherine Rowe
Account Manager: Bart Oliver
Direct Line: 01233 228754
Email: bart@tandemmedia.co.uk

Production Supervisor:
Joe Harris
01733 362318
kelseycommercial@atgraphicsuk.com

MANAGEMENT
Managing Director: Phil Weeden
Chief Executive: Steve Wright
Chairman: Steve Annetts
Finance Director: Joyce Parker-Sarioglu
Publisher: Paul Appleton
Retail Distribution Manager: Eleanor Brown
Publishing Operations Manager:
Charlotte Whittaker
Audience Development Manager: Andy Cotton
Brand Marketing Manager: Kate Chamberlain.
Events Manager: Kat Chappell
Print Production Manager: Nicola Pollard
Print Production Controller: Georgina Harris

SUBSCRIPTIONS
12 issues of Heritage Commercials
are published per annum
UK annual subscription price: £54.00
Europe annual subscription price: £66.00
USA annual subscription price: £66.00
Rest of World annual subscription price: £72.00

Contact us
UK subscription and back issue orderline:
01959 543747.
Overseas subscription orderline:
0044 (0) 1959 543 747
Toll free USA subscription orderline:
1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address:
subs@kelsey.co.uk
Customer service and subscription postal address:
Heritage Commercials Customer Service Team
Kelsey Publishing Ltd
Cudham Tithe Barn, Berry's Hill
Cudham, Kent TN16 3AG
United Kingdom

Website
Find current subscription offers
at shop.kelsey.co.uk/hcom
Buy back issues at shop.kelsey.co.uk/backhcom

Already a subscriber?
Manage your subscription online at
shop.kelsey.co.uk/myaccount

www.kelseyshop.co.uk
Back Issues: 0845 873 9270
Books: 0845 450 4920

CLASSIFIEDS
Tel: 0906 802 0279
(premium rate line, operated by Kelsey Publishing
Ltd. Calls cost 65p per minute from a BT landline;
other networks and mobiles may vary. Lines open
Monday-Friday, 10am-4pm)

trucks@kelseyclassifieds.co.uk
Kelsey Classifieds
Talk Media Sales.
Heritage Commercials Classifieds, Kelsey Media,
PO Box 13, Cudham, Westerham, Kent, TN16 3WT

DISTRIBUTION
Seymour Distribution Ltd,
2 East Poultry Avenue, London, EC1A 9PT
www.seymour.co.uk Tel: 020 7429 4000

PRINTING PCP Printers

Kelsey Media 2018 © all rights reserved. Kelsey Media is
a trading name of Kelsey Publishing Ltd. Reproduction
in whole or in part is forbidden except with permission
in writing from the publishers. Note to contributors: articles
submitted for consideration by the editor must be the
original work of the author and not previously published.
Where photographs are included, which are not the
property of the contributor, permission to reproduce them
must have been obtained from the owner of the copyright.
The editor cannot guarantee a personal response to all
letters and emails received. The views expressed in the
magazine are not necessarily those of the Editor or the
Publisher. Kelsey Publishing Ltd accepts no liability for
products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For
more information of our privacy policy, please visit Kelsey
Media takes your personal data very seriously. For more
information of our privacy policy, please visit <https://www.kelsey.co.uk/privacy-policy/>. If at any point you have any
queries regarding Kelsey's data policy you can email our
Data Protection Officer at dpo@kelsey.co.uk. If at any point you
have any queries regarding Kelsey's data policy you
can email our Data Protection Officer at dpo@kelsey.co.uk.

Heritage Commercials is available for licensing
worldwide. For more information,
contact.bruce@bruceawfordlicensing.com

Next month

On sale July 20, 2018.

HERE COMES 'T' LOADS OF JOY



Graham Booth is recognised as one of the preservation world's most prolific restorers but even he reckons his re-creation of a slice of Thurston showman folklore is something very special. Bob Tuck joins the ranks of admirers who simply say that this latest Diamond T 980 is just perfection.

FIFTH AND FINAL

Mark Gredzinski gives us a period photographic tour of the working days of the Ergo-cabbed Leyland Octopus.



KOMBI FIRE CRACKER



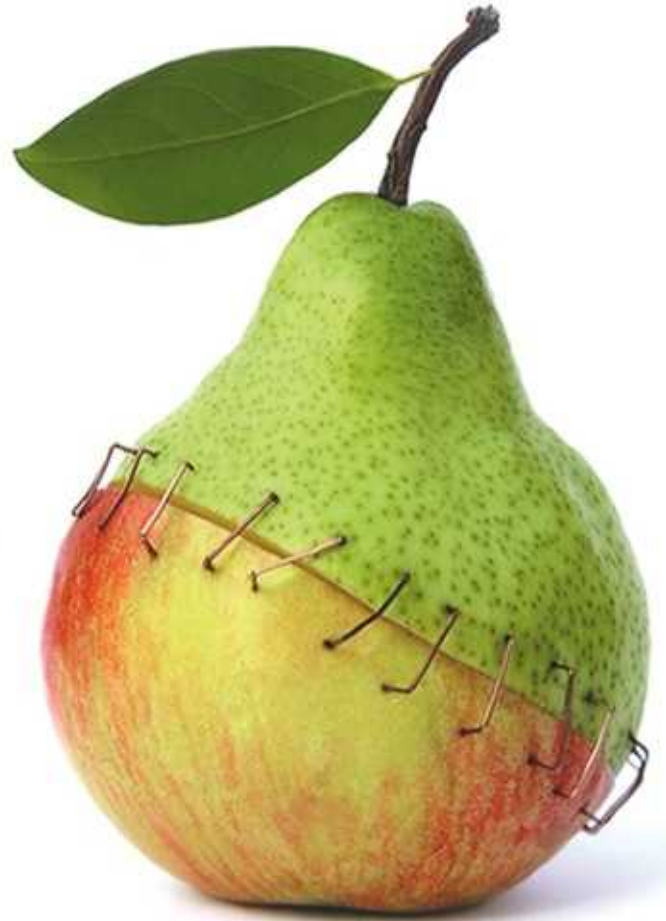
South African based Paul Cochrane has long been passionate about both VW Kombis (Transporters to us) and fire service vehicles. So, it was a labour of love that with the help of Pieter Hamersma - and others - he was able to bring together those two worlds in the creation of his own 1975 Kombi fire appliance.

PLUS Workshop. On location. News and events. & More.

Van Insurance Policies

Tailored to your Needs by a Broker with over
35 years Experience of providing Expert
advice to the Transport Industry

Is this how
your current
advisor put
your expensive
Courier Policy
together?



- ▶ UK and European Vehicle, Goods In Transit and Liabilities
- ▶ We also insure Northern Ireland based risks
- ▶ Full supporters of British young drivers and facilities available
- ▶ Specialist Type Vehicles and ADR activity covered upon request



01840 213836
www.cornishinsurance.co.uk