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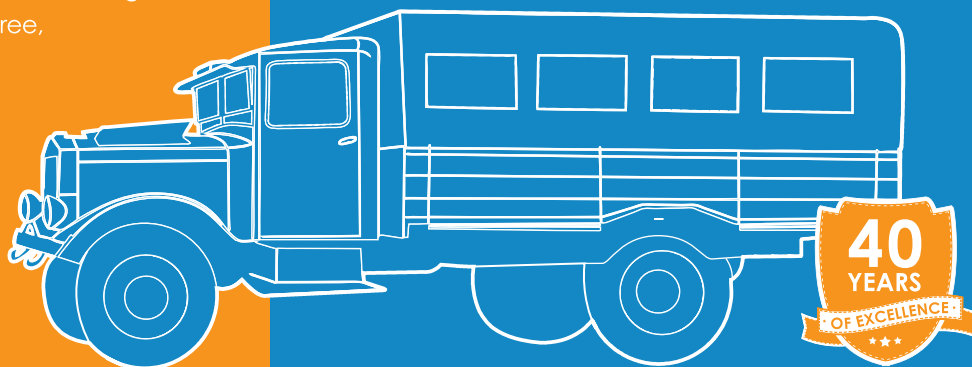
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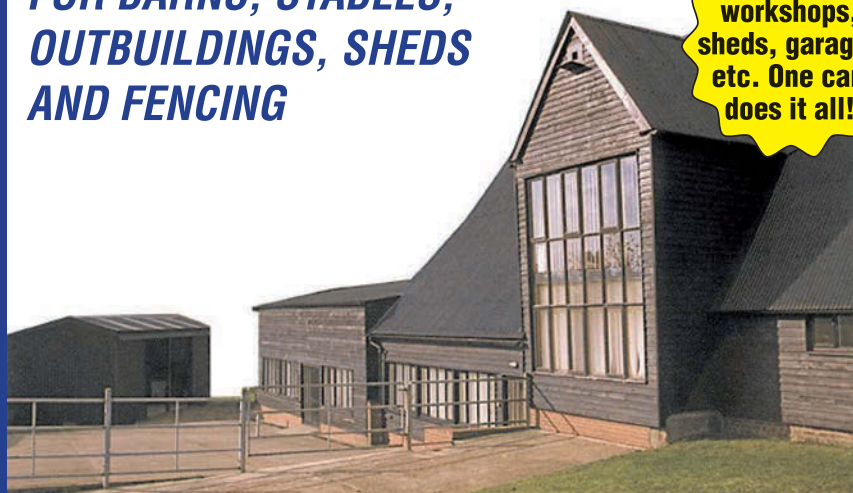


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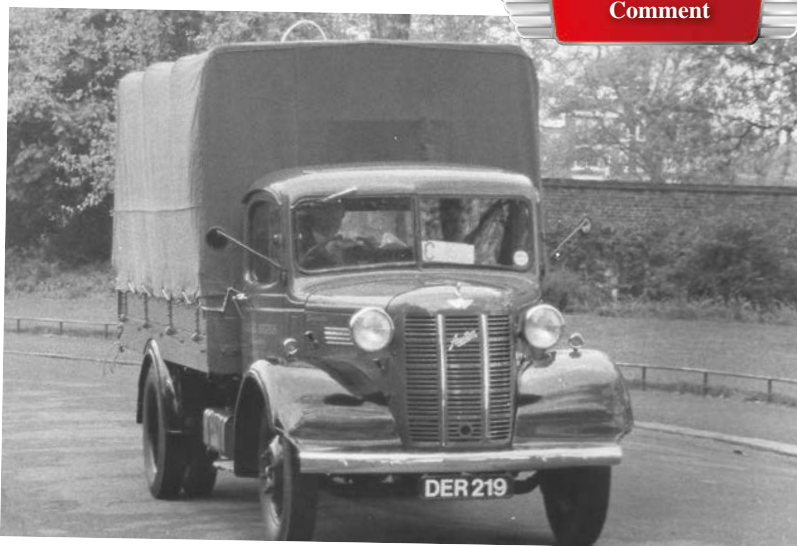
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Above: Here's a 1939 Austin K4 dropside with a canvas tilt, a 'proper lorry' when it was new, but what we would think of as a modest light commercial today. The grille fitted to the K2 and K4 Austins changed from this pre-war version, to a plainer wartime one, then a fancier type after 1945. Was the 'K' Type anything to do with K Gate. Its a nice idea, but I'm probably only dreaming...

Left: The new exhibition at the British Motor Museum is 'British Motoring Treasures: the British Motor Car in Fifty Objects'. It includes the 'K' from the top of the gatepost at K Gate at the Longbridge factory.

Welcome to what I suppose is our midsummer issue – already. By the time you read this, with reports on the London to Brighton run and the Llandudno show – both major 'early season' events – we will all have been to the Classic Commercial Show at Gaydon as well – report next month.

While at the British Motor Museum, did you see the new exhibition: 'British Motoring Treasures: the British Motor Car in Fifty Objects'. It must have taken a lot of thought and effort to choose just 50 of the many interesting items at the museum, but with all sorts of different things, from board games to factory workers' menus, the exhibition shows how the motor vehicle has touched so many parts of our lives.

One particular object which caught my eye was the 'K' from the top of the gatepost at K Gate at the Longbridge factory. It set me wondering if this had anything to do with the Austin lorry models, K2, K4, K5, K6 and K9 – or am I putting two and two together and making six? I just have this idea of the management asking what they should call the new type of lorry and somebody looking out of the window, seeing the gate and saying: "How about the K Type?" No, I'm probably dreaming, but the exhibition is

most interesting and well worth a visit.

This leads me on to the great old pages and pictures from Austin and other BMC advertising brochures, which we have reproduced in our latest Road Haulage Archive issue, which covers Vans, Pick-ups and Light Trucks – all sorts of vehicles from car-derived vans to Scammell Scarabs and other lightweights – what we would today call 'urban artics' – all sorts of small delivery vehicles, just as a change from all the heavy stuff.

It's a shame the BMC products didn't live up to the promise of the brochures, leaving the way open for the Transit to dominate the market. This publication is not intended as a definitive history, but a collection of interesting pictures of different lightweight vehicles from the Stevens-Stratten Vintage Roadscene Picture Library, which we hope everyone will enjoy as much as we did putting it together. The next issue will cover tipper lorries, another popular subject. (Why not subscribe to the series, so you don't miss any?)

I couldn't help being surprised, when I was putting together this month's Scenes Past, featuring pictures of passing traffic on our roads, by how different they looked from now, and at the same time, so familiar. I'm not sure quite why I was so surprised; after all, they were taken

all of 50 years ago or more, some when our motorways were new and others before that. Of course, the motorways don't go everywhere, so there's plenty of traffic still using the old 'A' roads, while many of the signs and other features are little different.

The motorways have changed, though, with Armco and concrete barriers, more white lines, signs, gantries and so on. Some of these pictures would be difficult to take today, with access well-nigh impossible and all sorts of paraphernalia in the way. Still, we have these and many other pictures to remind us of the way things were.

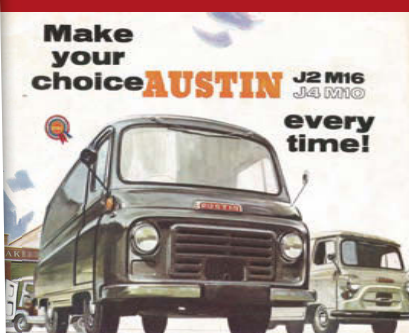
Talking of pictures, I now have a great selection of photographs, courtesy of reader, Geoff Heels, showing the vehicles of Hall & Co, so next month we can begin Phil Reed's memories of his apprenticeship at the company's workshops back in the 1960s, which I know a lot of readers have been looking forward to. It's great when a plan comes together, and this is a great joint effort.

We will also have the pictures of Swains of Stretton vehicles, for which we are sorry we ran out of space this time.

ON THE COVER...



How our roads have changed in the last 50 years or so. This month, we feature some 'vintage roadscenes' from the Hodge Stilltime Collection, showing classic vehicles at work in years gone by.



One of a number of BMC brochures featured in the Road Haulage Archive issue on Vans, Pick-ups and Light Trucks. Pity the vehicles didn't live up to the promise of the advertising, allowing Ford to dominate the market with its Transit.

BIG BEDFORDS – PART 2

Ron Henderson continues his look at fire appliances based on the Bedford S Type chassis.



Above: The first Green Goddesses were built on Bedford S chassis and registered in the London 'LYO' series. Various coachbuilders were involved in building this large series of vehicles for the Auxiliary Fire Service. This one was built by Jennings of Sandbach. (N Tarling)

The Bedford S chassis was widely adopted by Britain's fire brigades as a first line fire appliance, after Alfred Miles and other coachbuilders exhibited their fire engine wares at the Chief Fire Officers/Institute of Fire Engineers conference at Blackpool.

In addition, in 1952, Vauxhall Motors received its biggest contract up to that time for the supply of chassis for fire-fighting purposes. Coming from the government's Ministry of Supply department, the contract called for hundreds of chassis for a new range of 'atomic' fire appliances for the Auxiliary Fire Service division of the Civil Defence.

The classic Green Goddess fire engine based on the Bedford RL 4x4 chassis has continued to gain much notoriety, owing



Above: The Alfred Miles multi-purpose pump was an adaptation of a 400 gallons water tender, fitted with a 50ft wheeled escape ladder. This was one of a pair ordered by Central Area Fire Brigade, Scotland in 1952.



Above: The Royal Air Force's 'Domestic tender' had the profile of the Alfred Miles standard water tender, but the Ministry of Supply's specification required several amendments such as different locker covers, full height doors, roof hatch and larger water tanks.

to its longevity of service, but not so widely recalled is that the first Green Goddesses were built on Bedford S chassis. Introduced in late 1953, these vehicles were smaller than the later 4x4 vehicles, carried one hundred gallons more water and had a much lower ground clearance.

As well as these first Green Goddess appliances, there were hundreds of other vehicles on the Bedford chassis, such as control and communications units, general purpose lorries, pipe carriers, hose layers and so on, built by an assortment of coachbuilders, including Mann Egerton and James Whitson.

The first 30 Green Goddesses were issued to London Fire Brigade, while others went to Scotland. As production increased, they were distributed throughout the length and breadth of the United Kingdom. When the Civil Defence organisation was disbanded, the Green Goddesses were progressively sold off with many being acquired by Britain's local authority fire brigades and repainted in the individual brigades' colour schemes. Others were sold to private industrial brigades or exported overseas.

Alfred Miles, which had built a successful range of fire engines on Commer chassis and bodied the first Bedford S fire engine, also developed a multi-purpose pump, which was based on the standard 400 gallons water tender, but equipped to carry a 50 ft wheeled escape ladder.

In 1957, the company obtained its biggest order to date, also from the Ministry of Supply, for 80 Bedford S fire engines for service with the Royal Air Force. Based on the standard Miles water tender design, the specification called for some alterations,

such as a water capacity of 600 gallons, divided between two tanks, single hose reel, mounted at the rear, Coventry-Climax 500 gallons per minute pump and pivoting locker covers.

The pump and water system were insulated for use in cold climates. Classified by the RAF as 'Truck, Fire-Fighting, Domestic' they were designed primarily for use at ammunition bases and certain maintenance units, at home and overseas, although some were based at operational airfields that had large residential accommodation facilities.

The Bedford S chassis also proved a suitable platform for turntable ladders and John Morris & Sons Ltd, of Salford, the UK agent for Magirus ladders, supplied a range of 100 ft ladders mounted on this chassis, for brigades in Birmingham, Buckingham, Jersey and Kent, while Lancashire had some fitted with Merryweather ladders.

Emergency tenders were special appliances, with box type bodies, carrying a wide range of rescue equipment and breathing apparatus, and many of these were constructed on the Bedford S chassis.



Above: This elaborate-looking turntable ladder was one of four in service with Kent Fire Brigade. Delivered in 1958, it was pictured at Folkestone fire station in 1976. John Morris & Sons Ltd, of Salford, was the import agent for the German Magirus ladder, the coachwork being sub-contracted to Wilsdons of Solihull.



Above: The Bedford S was sold to overseas customers for a multitude of applications and fire engines were no exception. This turntable ladder with two man cab and 100 ft Merryweather ladder was exported to Cyprus and is still in existence on the island.

Alfred Miles supplied two examples for East Ham and Swansea, while Hampshire Car Bodies supplied examples to Birmingham, Bradford, Croydon and Rochdale.

As well as the major coach builders and fire engineering firms, many smaller specialist coachbuilders provided bodies for Bedford fire engines. Bristol Fire Brigade's Bedford fire engines with Prestage power take offs



Above: This emergency tender for Rochdale Fire Brigade was delivered in 1955. Hampshire Car Bodies built the coachwork. A similar unit served at Bradford.



Above: This unusual machine was one of three water tenders delivered to Cambridge and Isle of Ely Fire Brigade in 1953. Cuerdon Motor Bodies of Blackburn built the bodywork. This firm built many fire engines on Commer chassis, but the only Bedfords were these ones for Cambridgeshire.

were bodied locally by Oldland Motor Body Builders. Meanwhile, Hampshire Fire Brigade had a big fleet of Bedford S and later TK fire appliances, most of which were bodied in house using their own craftsmen.

A later development of the Bedford S was the RL 4x4 chassis which was equally adaptable for firefighting purposes, especially in rural areas, and for airport fire brigades. This was the basis for the second generation of Auxiliary Fire Service vehicles. Both types were also adopted by many overseas brigades, especially in New Zealand, Australia and the Caribbean. The later introduction of the Bedford TK series from Vauxhall Motors met with equal success; a lasting tribute to Britain's once world leading motor industry.

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FAIRGROUND AND BEFORE

Phil Moth has come up with a selection of pictures showing lorries in use both with showmen and with the companies which had previously operated them.



Above and right: This 'Tin front' AEC Mammoth Major Mk III, 31 TMG (Middlesex, early 1959), is seen working as a tanker in the Guinness fleet, based at Park Royal, and 'on the tober', probably around 20 years later, fitted with a sheeted frame truck body, working for London area amusements caterer, John Biddall.

We showed a selection of vehicles in use with circus operators, as well as with their previous fleet users, in last month's issue, as a follow-up to our road Haulage Archive issue on Circus Transport. This time, we are doing the same thing with some showmen's lorries, harking back to last year's RHA issue 'All the fun of the Fair'.

Both fairground and circus vehicles seem to have quite a following among lorry enthusiasts. As we said last month, one of the fascinations for us is working out where the vehicles used by circus or fairground operators came from, which makes seeing these 'before and after' pictures all the more interesting.

In most cases, the bodywork has been changed to suit the new role, rather than just a new paint job, while a few have had changes made to the chassis and other more involved conversions. Did they have to work harder for their new masters? In some cases the answer was probably yes, in a few others no, but most of them certainly were used for very different



operations.

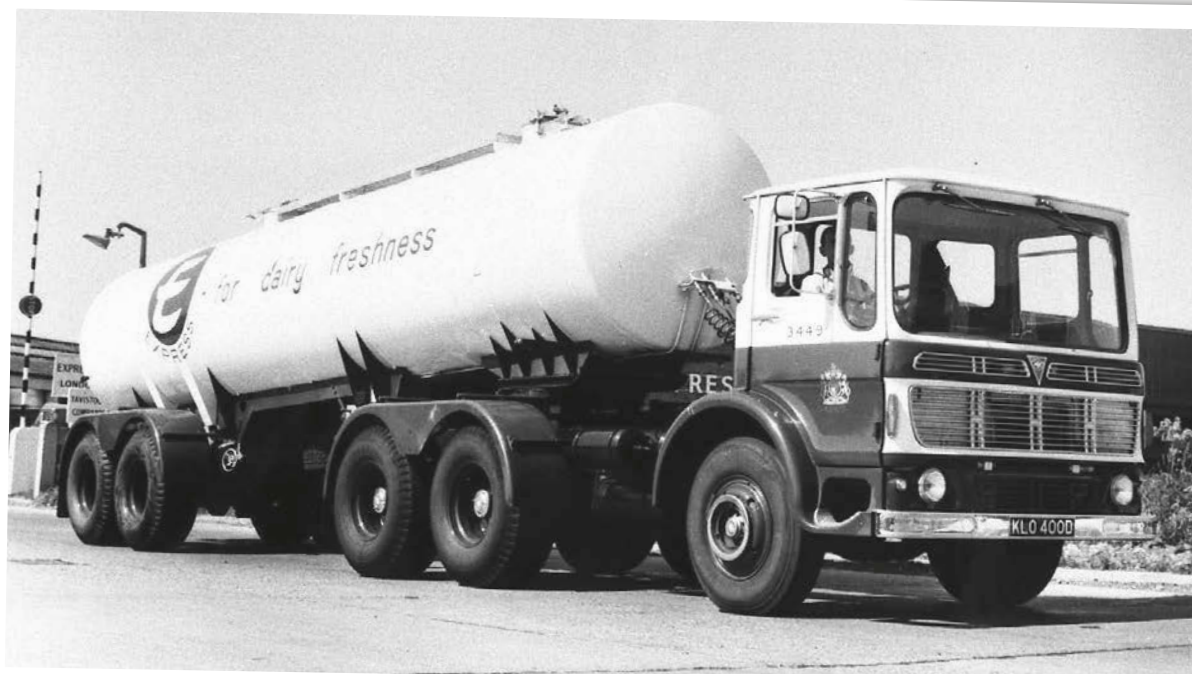
In general, it could be said that the fleets from which most of these lorries came were the sort of operators which would have looked after their vehicles well, sparing no expense keeping them in good order, right up to their first 'retirement', making them a good bet for further use by the showmen.

Until recent years, the good old straightforward 'gaffer's-style' motors were favoured, with simple mechanics and Gardner engines for preference – while a pto would not come amiss, although suitability for modifications to suit their new role would be

important – along with the ability to stand up to a degree of punishment and hard work. Of late, the supply of such lorries as Fodens and ERFs has all but dried up, so the Continental makes have made inroads, although the generator sets on the back, to power the rides and lights, are still predominantly Gardner-powered.

This is just the first of a series of articles on this subject and, later, we hope to bring you a look at some lorries which have survived into preservation as a result of their extended lives on the fairground – a sort of 'after and after that', compared with this 'before and after'...

Right and below: An early Ergomatic-cabbed AEC six-wheeled tractor unit, with 'super singles' on its double-drive axles, KLO 400D (London, 1966), seen with a tanker trailer, working for Express Dairies, and later in life, with twin rear wheels, still looking smart, with a chariot-style body, in the yellow livery of fairground operator, Stevens, based in Chertsey, Surrey.



Above: This Albion Caledonian eight-wheeler, XYP 226 (London, 1960), with its original tank body and futuristic cab, built by Alfred Miles for Shellmex & BP, in whose yellow, grey and white livery it is seen waiting to take part in a Lorry Driver of the Year heat, was later in the fleet of J Noyce, with whom it is seen with a box van body at Farnborough.



Above: A Cummins-powered Atkinson Viewline two-axle ballast tractor, AMH 540H (London, 1969-70), is seen in Pickfords later lighter blue livery, with orange lettering, pulling a load on a draw-bar low-loader, past St Margaret's Bus Station in Leicester in the 1970s, with a Barton Plaxton-bodied Leyland Leopard behind it, and later, preserved and named 'Samson' to pull a living van, in the livery it wore when it worked for fun fair operator, Anderton & Rowlands.



Above: A fleet from which many lorries went on to be used by showmen was that of Lucozade, whose Garder-powered Atkinson eight-wheeler, fitted with the short-lived front panel, concealing the radiator, CMG 237A (Middlesex, 1963), is seen when quite new at an LDOY heat, and again, later in life, with a frame truck body, working for a showman.



Above: A fairly late example of the Austin WF normal control 5-tonner, KLO 471D (London, 1966), is seen in BRS Parcels Services livery, working from a London depot. British Road Services was a good source of vehicles for showmen over the years. This one is seen, unfortunately without any signwriting, enjoying a second life on the fairground. Ex-BRS vehicles were always popular choices for a second career, having been well-maintained.



Above: Shown in a Steve Wimbush photograph when still working for BRS Swindon depot, Bristol HG6L, 221 CWL (Oxford, 1957), with the glass-fibre Longwell Green coachworks cab, now in the care of Robin Masters, is also seen when working for Billy Danters of Moreton Valence, Gloucestershire, with a van body and matching draw-bar box trailer, which no doubt meant it survived long enough to be preserved.



Left and below: A Rolls-Royce powered ERF B Series tractor unit, MDG 27W (Gloucester, 1980-81), is seen in the livery of Colin Bale & Sons, of Collingbourne Ducis, in Wiltshire, with a tandem-axle tipping semi-trailer, and again with Rogers Funfairs, based in the Chipping Sodbury area, now carrying a short box body, as a showman's ballast tractor.



Above: ERF LV-cabbed 68G – Gardner-powered eight-wheeler, DYA 679J (Somerset, 1971), of Showerings of Shepton Mallet, with the customary tall headboard carrying the 'Babycham' name, seen at Keele Services on the M6 in 1974, with a full load of the bubbly stuff, and later with a frame body, loaded with the dodgems track, believed to be in the fleet of Anderton & Rowland.



Above: Complete with its attractive panelled-in tank behind its DG cab, Albion Sugar Company's Foden six-wheeler, JXR 244 (London, 1948), is seen on the riverside, then later with a frame body, during the fairground build-up.



Left and below: Having spent its first life with Barker & Geary of Kings Somborne, Hampshire, with a timber crane on forestry work, Foden S80 eight-wheeler, WCG 602R (Salisbury, 1976), was later fitted with a frame body – and an earlier style grille badge – and pulled the centre truck on a draw-bar, when it worked for fairground operator, Peter Webb & Sons.



Above and below: This Guy Big J four-wheeler, HHP 401N (Coventry, 1974), underwent quite a change of bodywork, from a car transporter for the Toleman Group, to a Luton box van for Ron Taylor's Amusements.



Above and below: With its unusual integral van bodywork, this Leyland, presumably with a Comet chassis, 293 LVX (Essex, 1958), was working for Smiths, the auto-electrical company, when it was photographed at an LDOY heat, before being used by showman, G Floyd Junior, with a canvas-covered rack added to its roof.





Above: This Scammell MU or LA, TJJ 633 (London, 1957), is seen with its first operator, Esso Petroleum, with a classic frameless tank trailer at the loading gantry, and again as a ballast tractor, fitted with a generator set, as a 'Showman's Special', pulling a clerestory-roofed living van, for F Thompson & Sons Amusements, at the pull-on in the 1970s, judging by the flared trousers seen in the background.



Above: Scammell Highwayman ballast tractor, VXD 544 (London, 1958-59), M2084 in the Pickfords fleet is seen with a draw-bar low-loader trailer, with four-in-line bogies, awaiting its next load, and as 'Happy Wanderer', with amusements operator, Roberts & Son, of Bourne End, Buckinghamshire, its usual ballast box body extended at the rear to accommodate the customary generating set.



Above: A more modern type of vehicle to end with, a Volvo F88 six-wheeled tractor unit, PEW 228M (Huntingdonshire and Peterborough, 1974), seen with contractor McGee, with a low-loader trailer, at Golders Green in 1979, and fitted with a box body with roller shutter sides – as fitted in the 1970s by the likes of SVPW (Showerings, Vine Products and Whiteways, when part of Allied Breweries) – containing a gen-set, now a 'Showman Special', used to pull draw-bar trailers, by S Ayers Amusements, at a fair in Richmond, Surrey.

A Teign Full of Colour

Allan Bedford continues his look through a collection of pictures from the past, this time with some colour views, courtesy of John Slater, who worked at Teignmouth Docks for many years.

Part 3



Above: Tippers arriving at Teignmouth Docks in 1968 to load with coal, Renwick's Commer Maxiloader, OHW 142F (Bristol, 1967), and Vallance's AEC Mercury, ATT 550B (Devon, 1964).

Allan was privileged recently to meet octogenarian, John Slater, who has amassed a large photographic collection, including some wonderful views of the working ports of Teignmouth and Exmouth, back in the 1950s and '60s. John is very happy to let us all share this glimpse of daily life during the time he worked there. Happily, Teignmouth retains its bustling port, while Exmouth is now a very exclusive residential harbour area.

In the May issue, Allan gave us a summary of Renwick Wilton & Dobson, the company which operated the docks at Teignmouth. Originally set up to offer 'bunkering' services to passing shipping, with coal from the North-east, later brought in for the local power station and gasworks, for which the fleets of tipper lorries seen here were used for many years.

John Slater worked in the shipping office on the quay, and progressed to manage Renwick's activities in both Teignmouth and Exmouth docks, before moving on in 1969. By then, the company's coal interests were in



Above: Again in 1968, the office boy sneaks into the picture on the left as the Ergo-cabbed AEC Marshall six-wheeler of W L Vallance of Heathfield, KOF 838F (Devon, 1967), has its load of coal sheeted before leaving the docks.

decline, with Exmouth depot closing in 1969 and Teignmouth in 1972.

John recalls the companies, vehicles and drivers which visited the docks while he was there and photographed many of them, with the results seen in this series of articles.

Here are some colour pictures of some of the lorries seen at the port. In a further instalment of this feature in a future issue, we will have some pictures of other vehicles in the local area including taking part in a carnival parade.



Above: A year earlier, in 1967, we see an LAD-cabbed Leyland Comet artic of Heavy Transport, St Austell, HAF 740D (Cornwall, 1966) on the quayside, along with a Coles mobile crane, while one of the Thames Trader County six-wheeled tippers of WBB – Watts, Blake & Bearne, trading as WBB Devon Clays Ltd – 933 MOD (Devon, 1962), tips ball clay onto the conveyor into the ship's hold.



Above: Two of Renwick's 1964 Bedford TK tippers and a Commer Maxiload tipper, loaded, sheeted and ready to leave Teignmouth Docks, along with John Slater's Austin 1100 saloon, GTA 382D (Devon, 1966). The picture was taken early in 1968 and we can't read the lorries' number plates because of the road dirt.



Above: The Smiths of Rodley mobile crane, fitted with a grab by the operator, Jim Thorpe of Paignton, mounted on a Foden DG eight-wheeler, unloading coal from a ship's hold, into an LAD-cabbed Dodge tipper of W L Vallance in July 1967.



Above: The vessel 'Vermeersingel' being loaded with ball clay from a tipper, discharging from the gantry above in early 1968. This involved a tricky backing manoeuvre.

Right: The driver is on top, trimming the load with a shovel, before Renwick's AEC Mammoth Major 8 Mk V is ready to leave the docks in early 1968.

Below: An AEC artic unit, probably a Mercury, although it is fitted with the style of cab usually seen on the heavier Mandator, with a single-axle tank trailer, unloading fuel at the Bicton Gardens Woodland Railway, an 18 inch narrow gauge railway, built as a tourist attraction in 1962, in the grounds of Bicton House near Budleigh Salterton in Devon.



Right: Back to the docks, at Exmouth this time, with John Derrick's Scammell Handyman, KTT 950E (Devon, 1967), when it was new. Are the sacks being loaded or unloaded from the ship? Otterton Mill, in the picturesque East Devon village, is still preserved as a working mill.



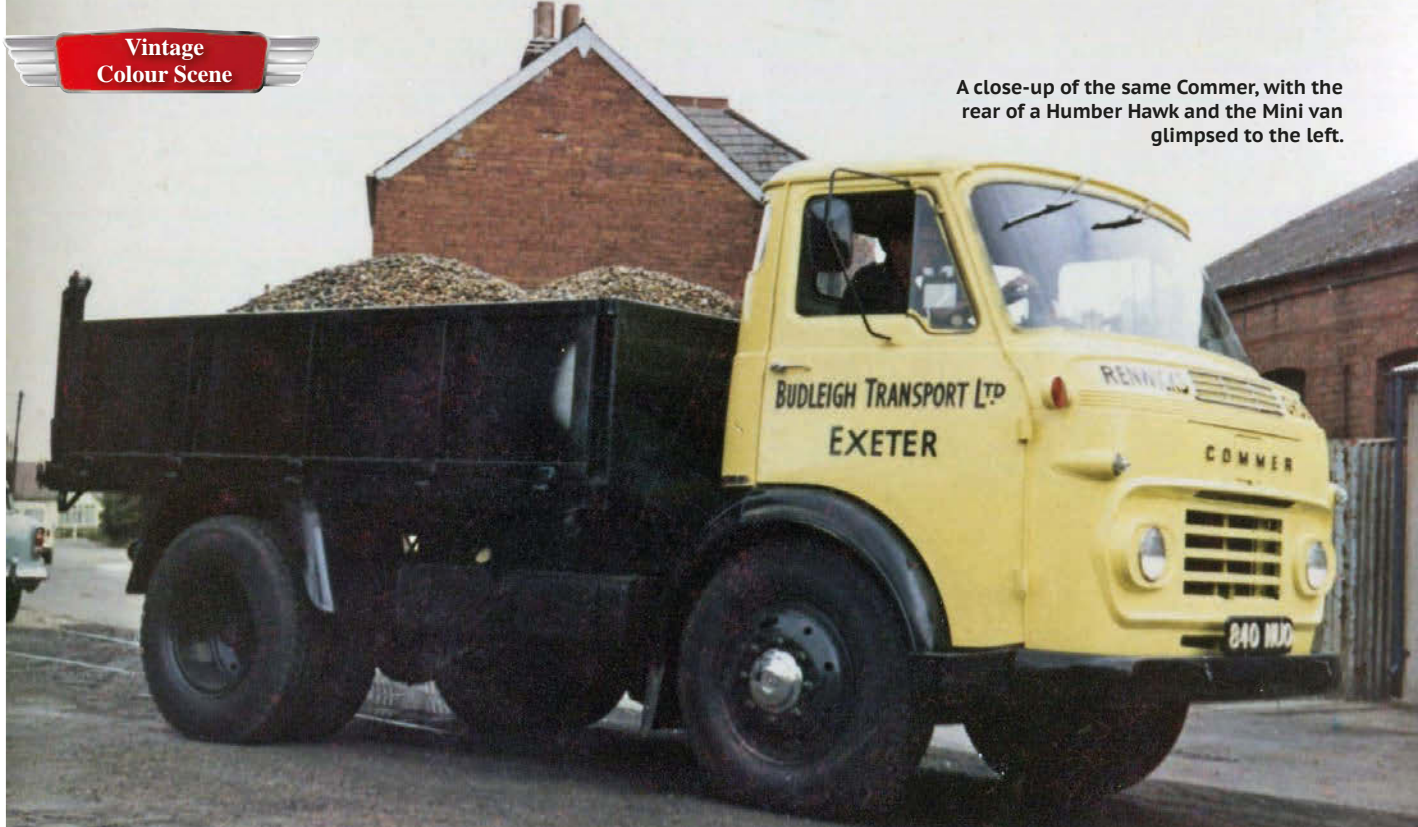


Above and right: Renwick's first Guy Big J artic arrived in 1966. Here it is seen with a tipper trailer, being loaded with coal at Teignmouth in August 1967.



Left: Leaving Exmouth Docks with a load of aggregate in August 1963, is a Commer – there are no Perkins 'rings' on the grille, so it would be the TS3-powered 'C' Series – 840 NUO (Devon, 1963) of Budleigh Transport, part of the Renwick's Group, and painted in the company's 'Renwick Yellow'. The company's Mini van can be seen in the background, along with an Austin 8 and an interesting coachbuilt motor-cycle 'combination' on the right.

A close-up of the same Commer, with the rear of a Humber Hawk and the Mini van glimpsed to the left.



Above left and right: Seen when it was new, when Renwicks added oil supplies to its range of services, was this Commer C Series tanker, 769 PDV, when it was an entry in the August 1963 Teignmouth Carnival, along with other vehicles, including a Ford 400E van. Allan says it is interesting to note the jaunty angle of the driver's cap, and the lad on top, wearing his Chelsea boots (59/11 from Trueform – it dates you if you remember that....!)



Above left and right: Two views of Renwick's Guy Big J six-wheeled bulk tipper, GFJ 663D (Exeter, 1966), seen at Teignmouth Docks, with the company's LAD-cabbed Dodge and John's 1100 again to the rear.



Left: Renwick's Cummins-powered Guy Big J4T, GTT 883D (Devon, 1966), seen with its tipper trailer on the weighbridge on the Teignmouth quay in late 1966.

Right: Renwick's LAD-cabbed Dodge 300 Series four-wheeled tipper, 253 LTA (Devon, 1962), on the weighbridge at Exmouth Docks in late 1966, with a Commer C Series, 840 NUO (Devon, 1963), in RMC colours(?), loaded with aggregate, waiting to weigh at the rear.



Above: To finish, a nice view of Renwick's Bedford Tk tipper, with its high-sided body, ATT 424B (Devon, 1964), looking clean and smart, so it was probably quite new, at Teignmouth Docks, alongside the company's Mini van, 473 KTT, dating from 1961.

LIFE & TIMES OF THE FORD D SERIES

Norman Chapman's told the full nuts and bolts story of the Ford D Series in *Vintage Roadscene* for November 2016 in his feature on the lorry. Because it was such an important part of middleweight transport history in the UK and beyond, here is a further selection of pictures and more information to do the wagon justice.

PART TWO



Above: British Road Services (BRS) was a huge operator of all makes back in the day, and used plenty of Ford D Series in the 1970s. Here is a D1210 box van with sliding side doors in the Eastern BRS fleet, VRA 105 (Nottingham, 1977), in good company with other home grown motors, ERF and a Guy artics. Not a Scandinavian in sight, but they would have been parked around the corner.

The Ford D series was a very successful part of Ford of Britain's product line, which changed the fortunes for the middleweight lorry manufacturer. It echoed the earlier success of the forward control Thames Trader to become the 'lorry for all reasons'.

At the time of the FC inception, Ford's British engineers had been granted a high level of autonomy from Ford Headquarters in the design of that lorry. The HQ at Dearborn, Michigan always had a close eye on Ford of Britain's share of the middleweight lorry market. It was decided to have American engineers assisting their British counterparts with the new D model. This decision was, in effect, turning the clock back because, before

the introduction of the Trader FC, Ford's UK lorry design reflected what was current in the USA.

The Langley plant in Buckinghamshire (now Berkshire) would be the birthplace of the D Series. The new wagon was forward control and had a host of new design features to give the competition something to think about. Ford always did things in phases and the first models were for the low payload sector of the marketplace. These were in the 2-8 tons payload range and consisted of the D200, 300, 400, 500, 600, 700, 750 and 800 models.

The model identification lay in the badge, which was displayed just below the windows of both cab doors. At first, this was fairly simple to understand. However, later, some model

numbers were like scientists' mathematical formulae. An additional badge was added to some models which read 'Custom Cab' in chromed metal. The Custom version included a more comfortable driver's seat than the standard model, which also had more adjustment settings and as well as a cab heater.

The beauty of the D Series, from a maintenance and repair point of view, was the cab, which tilted forward. Unusually, however, to satisfy every potential customer, Ford also offered the option of a fixed, non-tilt cab.

The access to the driving position was easy and opening the door revealed the step. The seats were fixed to a raised panel which was designed to allow for space between the underside of the cab and the engine.

Right: It is thought that this eight-wheeled conversion was the only one of its type and was specially designed by the operator, N H Huggins & Son of Spalding. This D Series boasted a Cummins engine and in later life was seen frequently at vintage commercial gatherings. (Colin Wright).

Below: There were not many of these around either, a six-wheeler of the Chinese variety. Some operators, worried about axle overloads, got round the problem with a second steering axle.



The era of the D Series was a successful one for Ford, which had the commercial vehicle market more or less covered, from the Escort van, the Transit and the A Series, up to the Transcontinental.

The D Series was the company's main lorry offering, covering the market with many options, until in 1981, the company launched the Cargo model – which became another success story.

Ford offered a few engine options, including four and six cylinder diesels and two six cylinder petrol units. The diesel engines were tilted at 45 degree angle, to allow them to sit lower in the chassis. These motors were revamped 4D and 6D units, as seen in the earlier Thames models, with the main difference being increased bore sizes. There were three basic transmissions offered, which included the Ford four-speed gearbox and two Clark five-speed units, plus six different axle choices. These were suspended on standard leaf springs.

Ford carried out conversions and special fitments to some vehicles, with a Special Vehicle Options (SVO) organisation created at the Langley plant. Eventually, there would be models from the non-HGV two-tonner to 28 tons gross tractor units. There were developments to suit operators' needs and changes in legislation, like new models to suit the 7.5 tonnes gross maximum for non-HGVs, a big market in the 1970s.

The D Series would live long and prosper, at home and abroad and, in 1979, the wagon underwent a facelift. The company added the Ford oval badge to a new black plastic grille, along with modern square headlights. The total number of all of the D range of models built, amounted to around 540,000 vehicles.



**'Your sleigh's so slow,' the reindeer said.
'Why don't you buy a Ford instead?'**

Excellent advice. Santa's Turbo-360-powered D1000 (in chassis-cab form) costs less than £2,500. A real gift!



Above: Ford was never backward in coming forward with offering advice to potential users of their products. They took the big fella on this time after listening to the reindeer. The wagon would have been better fitted with a crew cab for the ones with antlers.



Above: What better way of showing commitment to the brand than operating a D Series breakdown wagon. Ford Dealer, Cordiners of Aberdeen did just that in the mid to late 1960s and operated this 4-tonner, with an interesting style of partially-enclosed beaver-tail bodywork. Notice that the car being recovered is not a Ford...



Above: All work and no play makes D a dull boy. The 'Bandag Bullet', which promoted the company's re-treaded truck tyres, was a souped-up D1314 tipper chassis, with 300 hp replacing the standard 140 hp, giving it a top speed of 108 mph! (Richard Stanier)

Crew Cab Specification

Ford body mounting approval number 16900/2

Chassis availability

The tilt Crew Cab is suitable for mounting on all 'D' Series chassis/windshield models, except for the turbo-charged 360 six-cylinder diesel engine version.

The glass fibre Crew Cab allows seating space for the driver and up to six passengers. Full engine accessibility is achieved by tilting the Crew Cab, thus retaining the easy engine access feature of the Ford 'D' series. Tilting is achieved hydraulically.

Construction

The cab's glass fibre construction consists of an inner and outer skin forming large insulated air pockets around the cab.

This box-like structure gives great strength, a saving in weight, and excellent insulation properties.

The cab is reinforced where necessary with mild steel brackets and gusset plates. A suitable sub-frame in 14 gauge mild steel is incorporated to extend to the cab floor, which is covered by Hardura material.

Glazing

The existing windscreen supplied with the chassis is incorporated into the cab. Two conventional doors with 'D' series drop windows of toughened glass are fitted. Two additional windows are fitted, one on the driver's side of the cab behind the door, and the other incorporated in the additional glass fibre door. Standard rear windows can be fitted where the body of the vehicle permits.

Paneling

The complete exterior is a one-piece glass fibre moulding.

Entrance

'D' series doors are used, giving the same access as that available on the normal 'D' series cab. Access to the crew compartment is through a special glass fibre hinged door on the nearside of the body. The door is hung on the forward edge and is situated at the side of the crew compartment.

Tilting

The cab is raised by means of a hydraulic ram actuated by a hand-operated pump mounted on the nearside of the chassis. The standard 'D' series type cab safety lock is incorporated at the rear of the Crew Cab. Additional safety prop equipment is supplied.

Finish

Standard finish is in primer.

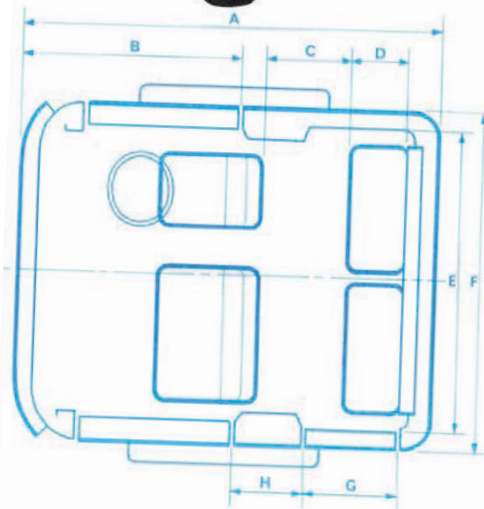
Fixed cab alternative

A fixed cab can be supplied if desired.

Interior

Driver's adjustable seat and double front passenger seat are standard 'D' series. Behind the driver's compartment a bench-type seat for four passengers is fitted with foam cushioning, and padded back rest trimmed in best quality leathercloth. Clothes hooks are provided at the back of the cab.

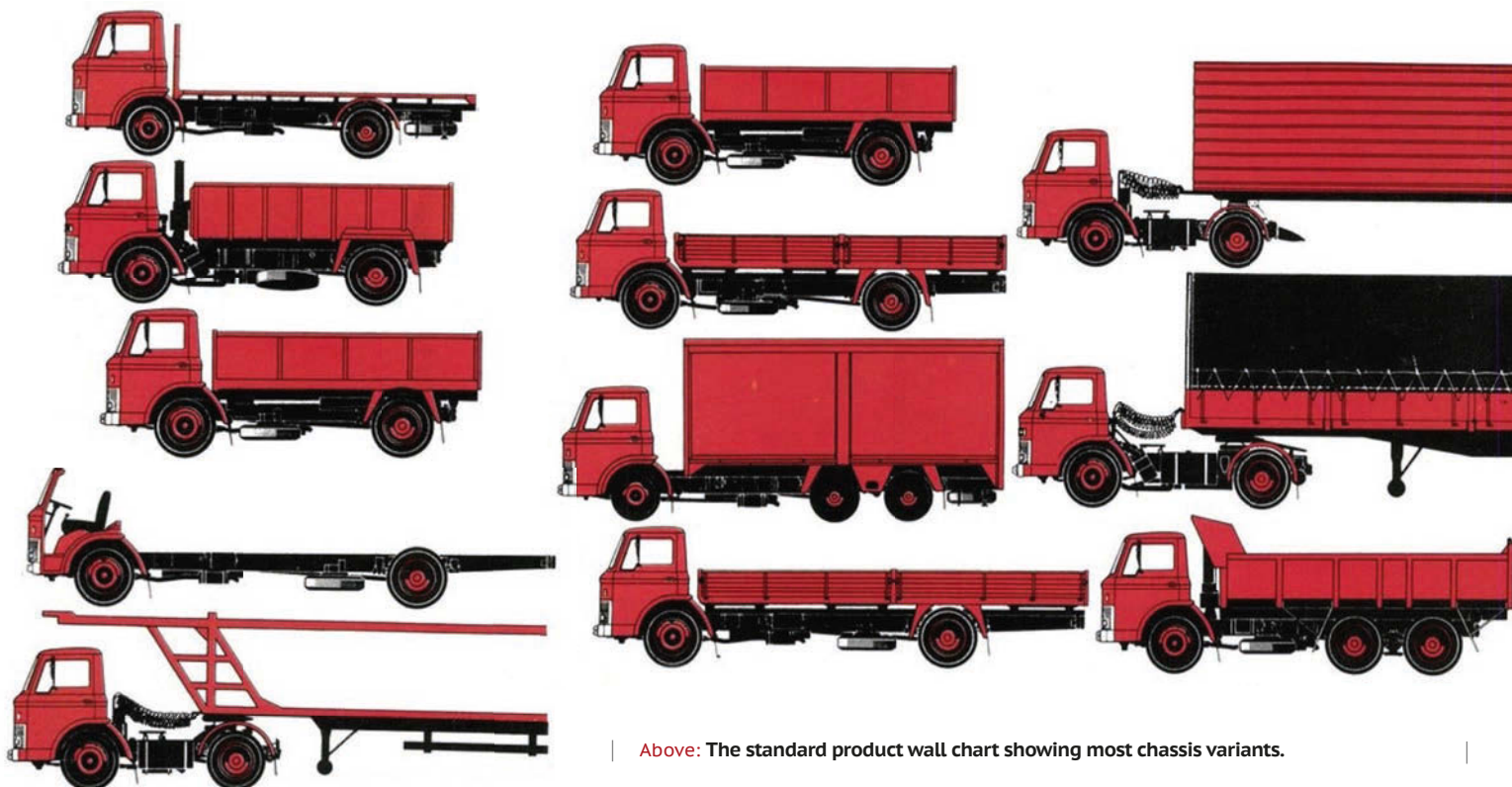
Recessed lockable door handles are incorporated into the cab design, as are an interior light, twin windshield wipers, twin rear view mirrors, and flashers. The entire interior of the cab, including the roof, is trimmed in self-coloured glass fibre.



MAIN DIMENSIONS (Approximately)

Cab only	ins	mm
A	94.0	2387.6
B	50.5	1282.7
C	24.0	609.6
D	13.0	330.2
E	74.0	1879.6
F	80.0	2032.0
G	24.0	609.6
H	15.0	381.0
Overall height increase above normal 'D' cab	4.0	101.6
Weight increase above normal 'D' cab	1b	kg
	190	86.18
Additional weight for hydraulics	20	9.09

Above: Talking about crew cabs: Ford covered most aspects of lorry design and the company could arrange to have one fitted, if the operator wanted space for passengers or tools.



Above: The standard product wall chart showing most chassis variants.

Right: The North Eastern Electricity Board (NEEB), later to become Northern Electric, used the D Series for a number of roles, including mobile generators. These wagons were parked in regional depots for long periods, unused. However, when the call came, day or night, to provide an external electrical power source, they were ready to act at short notice. The vehicles were fitted with Petbow 250KVA generators, powered by Rolls-Royce six cylinder diesel engines.

Most board vehicles like vans and cars had a life span and were renewed after a specified time. Special vehicles like the generators would be an expensive piece of kit to replace and would have to last a lot longer. Given that they had not been used that much and after a point in their age, the wagons were appraised every year by the transport department. As the years passed by, the cabs, especially, began to deteriorate. The cabs on generators based at coastal depots had corroded more than the wagons based more inland.

For these reasons, around 1988, the transport management decided that new cabs should be fitted to some vehicles. The local Ford main dealer was given the task of supplying the cabs. As the D Series had been out of production for around seven years by then, this proved rather difficult. However, in the end, a number of cabs were sourced from somewhere overseas. This work carried out on some of the generators saw them operating for another few years. In 1992, the transport management made the decision to buy new Iveco Eurocargo artics with F G Wilson generators on trailers.

Nowadays, common sense prevails, with generator sets hired when required from outside suppliers.

One of the NEEB 1972 D Series mobile generators pictured in 1980, when it had very few miles on the speedo and very few hours on the gen-set clock.



Left: The old cab is lifted off. Although you can't see the reason for its removal, apart from general rot, most of the underside box sections have 'chassisitis'.



Right: The new cab is lifted on. The depot crane wagon was out on a job, but there was a Ford back-hoe excavator doing nothing, so why not use that?



Above: Changing a cab is a long, time-consuming job, and this is the finished article. The new paint on the cab highlights how dull the body has become.



Above: The young pretender, a Ford Eurocargo artic unit, parked beside one of the old D Series-based mobile generators in 1993.



Above: The D Series could turn its hand to anything and this wagon was designed specifically for painting road markings. This short wheelbase, 4-tonner was a special build, with low gear ratios and both left and right hand steering.



Right: The D Series was a popular choice when it came to 16 tonners, consequently the waste collection and scrap metal fraternity bought lots of them as skip loaders.



Left: Mingling with the competition. A D Series artic transporter is seen carrying a couple of BMC Mastiff tractor units for Post Office Telephones, along with some of its own kin in the late 1960s.



Above: This wagon is at the airport and working for Fortes food group, fitted with a scissors-lift as a support vehicle on the TWA 'Jumbo Jet' service.



Above: The D Series was popular worldwide, especially down-under. When it comes to special builds, like the eight-wheeler conversion of N H Huggins & Son, this too is thought to be a one off. In the 1980s, a company called Tructor, based in New Zealand, decided to make agricultural spreader wagons based on the Ford County 4x4 tractor. In a different venture, they used a D Series as a basis for this 6x6 'Swamp Buggy' which had three tractor wheels fitted on each hub. This mode of traction was to get the drilling rig to out of the way places.

The Light Brigade

- Vans, Pick-ups and Light Trucks

Mike Forbes previews the latest in the Road Haulage Archive series, edited by Malcolm Bates, which deals with the lighter end of the commercial scene.

Vans and light commercials don't always get the attention they deserve from enthusiasts more impressed by eight-wheelers and maximum weight artics.

But they are just as important to the essential business of transporting goods around. The Ford Model T and its ilk were among the most influential road vehicles of all time. Many of the hauliers whose vehicles we have admired started out with this type of vehicle, while many businesses first became truly mobile, with a small van to replace the delivery bicycle.

So in the latest issue in the Road Haulage Archive series we cover these un-sung heroes and discuss the part they have played in our transport history. From the three-wheelers, which were a (small) step up from a motor-cycle and side-car, through the car-derived models to panel vans, which take us up to payloads usually around 30-35 cwt – that's something like 1.5 tonnes or so for those who think in modern terms – to light lorries, more commonly called trucks by most people, including the lightweight artics we always think of when railway delivery vehicles are mentioned.

We've included these, as they fit in with the other types of small commercial vehicles, in terms of the sort of work they did, as much as anything. We've also included small four wheel drive and emergency vehicles, as well as a section on those with



Above: The Ford Model T was surely one of the most influential vehicles ever, offering many businesses the opportunity to motorise their transport. This is a long wheelbase 'TT' van, preserved by Willenhall-based parcels carrier, Brevitt's, once seen right across the Midlands, but now also a name from the past.

special bodies – including some quite spectacular promotional vehicles, which probably wouldn't carry very much, but would certainly get their operators' products noticed.

The high values of surviving light commercials, like Mini, Morris Minor, Ford Anglia and Transit and other types, would

suggest a high level of interest in these vehicles, so we expect this issue to have a wide appeal and, who knows, by including the larger models, we might increase interest in these alongside their smaller brethren.

Here is a taste of what's in store in The Light Brigade – Vans, Pick-ups and Light Trucks...

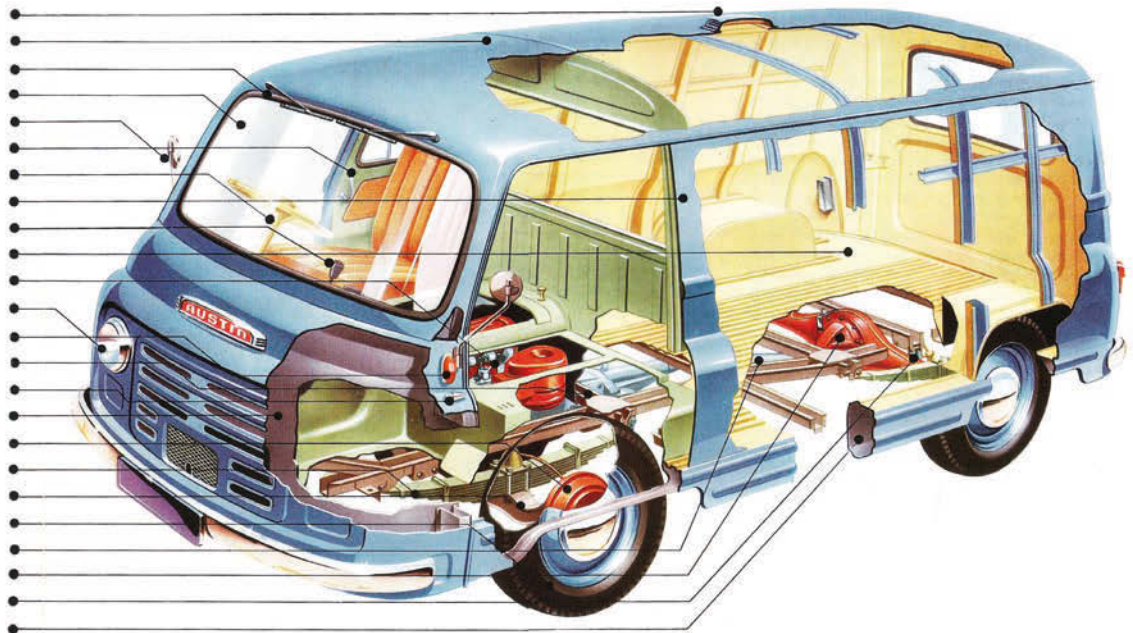


Left: Here's an Austin Seven van from the turn of the 1930s, in what looks like a period setting. In fact, the picture was taken in 1975 when the van, known as 'Zebedee' by its owner (who remembers 'Chuffs' the model railway specialist?) was already 40 years old.

Austin

The brochure for the Austin J2 panel van boasted lovely artist's impressions and cutaway drawings.

STATIC ROOF VENTILATOR
STEEL ROOF PANELS
TWIN WINDSCREEN WIPERS
WIDE CURVED WINDSCREEN
TWIN REAR VIEW MIRRORS
SLIDING DOORS
TWO-SPOKED 17-in. STEERING WHEEL
STEEL BODY SIDES
FLOOR-MOUNTED GEAR CHANGE LEVER
ONE-PIECE STEEL FLOOR
4-CYL. O.H.V. ENGINE
POWERFUL DOUBLE-DIP HEADLAMPS
WINKING INDICATOR LAMPS
FOUR-SPEED SYNCHROMESH GEARBOX
TORPEDO TYPE SIDELAMPS
DOUBLE-PANEL FRONT END
POWERFUL HYDRAULIC BRAKES
SEMI-ELLIPTIC SPRINGS
FORGED STEEL FRONT AXLE BEAM
DISC WHEELS AND TUBELESS TYRES
SHORT OPEN PROPELLER SHAFT
HYPOID REAR AXLE
HYDRAULIC SHOCK ABSORBERS
BOX SECTION SILL



construction features



Above: BMC's fortunes were already heading downhill when the 'JU' was introduced. It largely replaced the 'J2' or 'Omnivan' as a forward control cab over engine design. It wasn't pretty. It handled like a pig, but was purchased in large numbers by the GPO. The JU was essentially a J2 with the same major steel body pressings, but a longer wheelbase and engine ahead of driver's feet. well, -ish. Look at the number plate. It's 1970. Remember that Ford introduced the Transit in 1966. It had taken BMC/British Leyland executives four years to have this – BL's competitor to the Transit – produced out of bits they already had. Still one thing is brand new – the Austin-Morris logo, complete with a little Leyland logo in the middle!

Left: A lovely period scene, as E R Ives fleet of express delivery vans were prepared for the start of a new day. In those days, just about anywhere would have been a major trek from Norwich, as any users of the awful A11 would agree until recently. And cross-country routes were even slower. Bedford VG 4345 was probably a WLG 2-tonner, its close-boarded van body rather than a drop-sider with canvas tilt suggesting load security was more important than outright payload, while the smaller Dodge 10 cwt would have been used for the real 'Express Deliveries'.



- 1:** When introduced, the Bedford CA featured a pair of split screens – a feature still common in the early post-war era on both cars and light vans – Morris MO Oxford and Minor included. By the late 1950s? Unless you were an operator of Atkinson lorries, flat divided screens were decidedly old-fashioned. So it was time to update the Bedford CA and give it a curved single front screen and, for good measure, a cleaner front grill. There wasn't much that could be done about the sliding cab door windows however – they had to allow for the doors to slide.
- 2:** As part of the Rootes Group, Commer offered a good range of commercials, from vans based on the Hillman cars of the day, to the QX and later Maxiload lorry models. While the larger semi-forward control BF 'Express' parcels delivery van sold in larger numbers, there were clearly enough customers for the little C112 normal control Superpoise, as this example for a customer in Northern Ireland testifies. 8236 OI was delivered in 1957.
- 3:** In the pre-war era – an also for a limited production run during the war – Kew Dodge chassis were competing in the mainstream lorry market up to four tons payload. In March 1938 however, the Dodge publicity department issued a press release announcing the 'new' 2 tonner. It looked just like the larger payload models and used the same distinctive normal control – and distinctly non-American – cab. This smart breakdown unit was built by local Dodge dealer Roundabout Garage of Greenford Middlesex. Twin rears were still fitted.
- 4:** An official Ford press office photograph, showing a 2 ton ET6 van, fitted with... "The new 4 cylinder OHV 'Cost Cutter' engine", according to the caption on the back. Ford clearly needed to make that point about overhead valves, as most remaining options in the catalogue still featured side-valves. And would do for some while. We're also told that the stylish van body – built by Spurling – was... "Of wood and composite steel construction". This was no big deal, except that this type of van was once seen everywhere, but none seem to have survived, as they might have if aluminium was used as for most van bodies.
- 5:** The Morris 'EA' replaced the evergreen LD in the range. Although its specification would seem ideal, thanks to features like a big square loadspace, walk-through cab thanks to the engine being canted underfloor, it was awful to drive and only really sold in numbers to the Post Office and some of the utility companies. Later vehicles like this one sported a BMC badge, but it didn't make the van any better.
- 6:** The 'Townsman' was Scammell's up-dated replacement for the Scarab and earlier Mechanical Horse, its best hope for winning a slice of the British Rail fleet replacement budget. The one-piece GRP cab did have a more modern style, it's true, and it did meet current lighting rules by having two headlights. But the power unit was still located behind the cab, where it could get hot. And there were still the impending issues relating to automatic couplings, front and trailer wheel braking to overcome, when HGV licencing and plating and testing came in. BR opted for four-wheelers from other makers.

Right: A mid-life refresh in the styling department helped ensure the Trojan still looked up-to-date through to the mid-1950s. Here we see OVB 638 in the famous Brooke Bond Tea colours (that'll be red, with black wings, then?) on the London to Brighton run, sometime in the early 1970s.

Below: Who in their right mind would think that the ultra-basic Bond 'Minicar', powered by a two-stroke Villiers engine fixed to the front wheel, would make a useful van? Clearly, company boss Laurie Bond did. Here we see a rather self-conscious young assistant loading parcels into the rear hatch of the Bond 'van'. It's actually an open two-seater car with a GRP hardtop without side windows. In place of the very basic rear seat of the car models (for children only), we have the loadspace. Trouble is, there are no rear doors as such – the whole lot has to go in through the rear lift-up hatch. This is a manufacturer's publicity photograph. Sadly, the actual press release and official caption are missing from the archives. They would have made interesting reading!



Below: The charge that Albions were ultra-conservative in terms of styling certainly applies to the factory-built products. But not to this baby. It's August 1935. It's still Albion-based, but carries a super-streamlined van body designed by Holland Coachcraft. The overall effect must have made a stunning effect in any street scene where trams, horses and carts, motorcycle combinations and wheezing side-valve vans with more orthodox bodies were still the norm. In contrast, the Holland Coachcraft design suggested a brave new era of metal aircraft, streamlined steam trains – or better still, diesel and electric multiple units – and those wonderful concrete buildings with Critalls metal windows that were springing up along every new Arterial Road. Never mind that the Albion chassis was still limited to twenty miles an hour – it looked like it could do 80! Quite why Castlebank Dyeworks needed a streamlined van with such distinctive chrome plated features probably comes down to 'publicity'. What a shame the commercial vehicle preservation movement isn't as advanced – or as well-funded – as our railway preservation counterparts, eh? Had that been the case, someone would have already built a brand new Holland Coachcraft van on a refurbished Albion chassis. Then we could all enjoy those dramatic looks in real life once again.



THE COMMERCIAL MOTOR, SEPTEMBER 22, 1930.

ENGINEERED EXPRESSLY FOR THE JOB

BRITAIN'S FINEST AMBULANCE

The long and wide Daimler chassis, designed expressly for this ambulance, has an especially roomy body by Barkers with a very low floor level giving ample headroom for stretcher-bearers. Special features, developed after consultation with the leading medical and municipal authorities, include perfected air-conditioning and heating systems with provision for rapid warming-up when necessary.

The chassis embodies the finest refinements to be found in modern passenger vehicles, including the Daimler six-cylinder engine of established durability and economy, independent front wheel suspension, pre-selector gear change and fluid transmission.* These all contribute to quietness, smoothness and superlative riding comfort, which, with the excellent acceleration, are valuable factors in the welfare of the patient.

The spaciousness of the body and low floor level enable the stretcher-bearers to lift and remove the stretcher without tilting the patient.

The inside body space is 6 ft. wide, 9 ft. 10 in. long and 5 ft. 8 in. high, with the floor level only 21 inches above the ground. The body, being free from joints and crevices, is very easily cleaned and fumigated.

The price, complete with standard ambulance equipment, is less than £2,000, a remarkable example of Daimler high value, made possible by close specialization backed by fine engineering and coach-building resources.

TRANSPORT VEHICLES (DAIMLER) LTD. COVENTRY

STAND 52 COMMERCIAL MOTOR TRANSPORT EQUIPMENT

**Daimler Fluid Transmission is licensed under Pulcon-Sturtevant and Daimler Patents.*

Spacious room at the head of the stretcher ensures safe and easy handling.

Generous clearance between stretcher and body facilitates stretcher carrying.

Security of the patient and ease of handling are afforded by the low floor level.

Above: Right from the start of motorised transport, the demands of ambulance operations – and, more widely-recognised, those made on fire-fighting vehicles as well – have received attention from chassis designers, manufacturers and body builders alike, in order to produce a vehicle better suited than those based on existing vans. In the 1930s, the London Ambulance Service (then run by the LCC) ran a fleet of Talbot ambulances that were purpose-built for the job. Some other authorities followed suit, but the takeover of the Sunbeam and Talbot brands by the Rootes Group put a stop to that. Another factor was that in the post-war era, cars and light vans were increasingly of pressed steel monocoque construction, with no chassis to build on. Others were too small to accommodate a stretcher, or so under-powered, they were unlikely to reach the scene of an accident in time to do any good, let alone get the patient to hospital in time! The solution? This beautiful post-war Daimler.

Using the same engine as the largest Daimler limos (but not the straight eight that might have seemed a bit too OTT), Transport Equipment (Daimler) Limited had a product that was heralded as 'Britain's Finest Ambulance'. Of normal control design, we discover that floor height was only 21 inches from the ground and that the body internal length was an impressive 9 ft 10 ins long, by 6 ft wide. Daimler 'Fluid Transmission' – essentially a pre-selector with fluid flywheel and traffic clutch – gave shock-free progress, while that bodywork by Barkers had to be the all-time classic design for an ambulance.

EPSOM COACHES

Alan Barnes tells the story of a well-known London-area coach operator.



Above: Bill Tinker with his Model T Ford charabanc in 1921.

The formation of Epsom Coaches can be traced back to 1920 and the unfortunate closure of the Sopwith Aviation Company Ltd. Herbert Roderick Richmond, better known as Roddy, had completed an apprenticeship with Argyll Motors, before serving with the Royal Engineers, and then being drafted to Ruston Hornsby in 1916, to work on aircraft production. In April 1920, he joined Sopwiths at Kingston, a job which only lasted a few months, as the company closed down the following December.

Rather than seek employment elsewhere, Roddy decided to establish his own transport business, in partnership with his brother-in-law, Jim Reeves. They took over Wernhams Yard, which was tucked away behind Boots the Chemists in Epsom High Street and began to trade as Richmond and Reeves, although the name Epsom Coaches was used to advertise their services. The new firm's first vehicle was an ex-Army Lancia, bought for £200 at a War Department sale in Slough, although they needed to spend a further £300 on parts to make it serviceable and another £386 to have a charabanc body made



Above: Straker Squire charabanc in Epsom High Street.

Right: This Lancia, registered PB 8058, was fitted with electric lighting.

and fitted.

During the early 1920s, the business grew steadily and further vehicles were added to the fleet. Two more Lancias, a Model T Ford and three Thornycrofts were bought between 1921 and 1925, all fitted with charabanc bodies and used to convey passengers to race meetings and on private hire excursions. Longer, three-day tours were also undertaken, although distances were still limited, as poor lighting meant that the vehicles could not really work after dark. One typical tour involved a pick up at Clapham Common, taking passengers to Henley, while day two was spent touring around Buckinghamshire, with a return to Clapham on day three.

In 1926, Jim Reeves died, but Roddy continued with the business, which he registered as H R Richmond Limited in 1933. The firm's first saloon coach joined the fleet in 1929, with the purchase of a 32 seat Albion, registration number UU 5955, which was fitted with a London Lorries body. In the following years, another Albion, a Gilford

and five Bedfords were added to the fleet so that, by 1939, the company was operating six coaches and six horseboxes.

The Company obtained a licence to operate Express Services, which had to be run to schedule, regardless of the number of passengers who wanted to travel. Services were made available only during the summer months, and ran daily to Brighton and Worthing, plus twice weekly to Southsea and

Bognor.

A change of premises was required in 1934, following the plans to widen Epsom High Street and the company moved to part of a granary in South Street, where some of the buildings were converted for use as a garage. Workshop facilities were built in the roof-space, which was accessed by a spiral staircase and engines requiring attention, as well as any equipment, had to be hauled aloft



Above: Roy Hammond is the small boy alongside the Reo saloon coach at the Epsom Garage.

through an opening in the floor. The problem of vehicle parking still remained, so further premises in nearby Heathcote Road, which could accommodate three vehicles, were also rented.

The outbreak of World War II impacted immediately upon the company, with all but one of the vehicle fleet being requisitioned by the army. Left with only a 32 seat Albion, Roddy continued to operate this sole vehicle all through the war, ferrying schoolchildren, workmen, wounded soldiers and sometimes prisoners of war. His son Jack served in the Royal Engineers, while his younger son Roy started work with the Westminster Bank in Epsom. Jack later joined the RAF and became a Sergeant Pilot on Wellington bombers, but he was tragically killed during a mission



Above: Albion PM28 with 29 seat Duple bodywork and roof luggage storage.



Above: Front view of the Albion.

in May 1943. Roy joined the army in 1944, serving in the Royal Corps of Signals until his demob in 1947.

Although the growth of the business had been effectively stopped by the war, Roddy had managed to acquire another vehicle, a 32-seater Bedford Duple Utility bus, which he bought in 1944, bringing the fleet strength up to an impressive two. However, by this time Roddy was in fairly poor health and the rigours of trying to run a 'one man band' were beginning to take their toll. After the war, more vehicles were becoming available and the late 1940s saw the acquisition of Bedford OB, Crossley and Maudslay coaches and Roy returned from army service to join his father in rebuilding the business.

During the following years, the business expanded and, despite ill health, Roddy remained active in the company until the late 1950s. Fleet strength was increased by the acquisition of two other local companies, Bookham Saloon Coaches and E E Law of Leatherhead. The yard used by Bookhams was also retained and remained in use by Epsom Coaches until 1986.



Above: 1957 Bedford A4L7 Plaxton C29F body.



Above: AEC Regal III Reg No OPF 331 outside Epsom Grandstand in 1950.



Above: 1: South Street Garage. 2: 1954 AEC Reliance with Yeates Riviera C41C body. 3: 1962 Bedford VAS 1 with Plaxton Embassy body. 4: 1961 Bedford SB8 with Duple Super Vega body.



Above: 1962 AEC Reliance with 51 seat Plaxton Panorama Continental body.

Regular services to the resorts of the South Coast were established, while excursions to tourist attractions such as Cheddar Gorge and Stonehenge were becoming increasingly popular. The company was also venturing abroad, having taken over a contract for a regular run to Montreux.

In 1960, Epsom Coaches began its first local bus services, although an application to operate a service from Tattenham Corner to Epsom Railway Station was refused by the Traffic Commissioner. The service had been suggested by local resident, Major Gordon Instone, who found the existing London Transport service unsatisfactory and felt that Epsom Coaches would provide a much better service. As a result, Epsom Coaches began running buses on the new route, by forming a club with passengers paying an



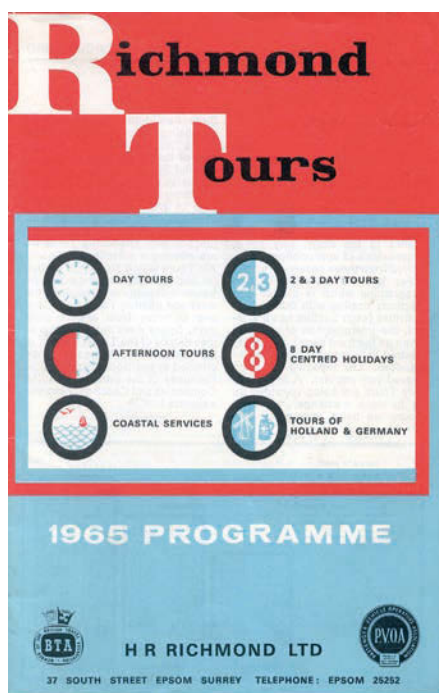
Above: 1971 Bedford with Plaxton Elite C41F body.

annual subscription, and the ploy attracted nationwide media attention and publicity for the company. The South Street Garage was extended, when adjoining buildings became available, which increased not only the accommodation for the vehicles, but allowed improvements to be made to the workshop and maintenance facilities.

By 1962, the company was running 21 coaches, ranging from small 14-seaters to the larger 49-seaters, and the fleet was now clocking up over half a million miles each year. The company's booking office was beginning to develop a role as a travel agent, promoting tours for Southdown and Wallace Arnold, as well as many other operators. The day tour business was thriving and the company was now taking its first steps into the coach holiday market, which was beginning to emerge, and which was destined to become the main focus of the company activities in later years.

However, the traditional day excursions were now coming under increasing pressure

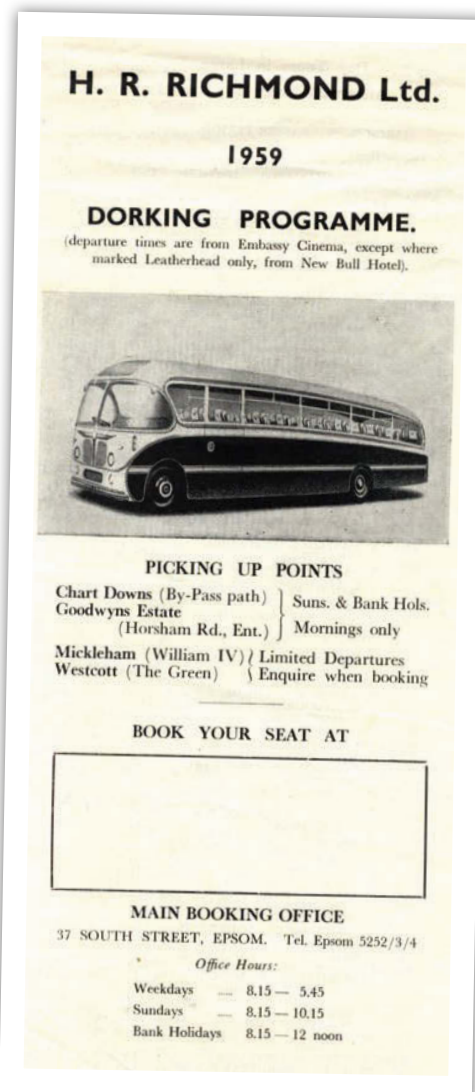
following the dramatic rise in private car ownership. By 1965, Epsom Coaches was offering coach holidays to ten UK destinations and Friendship Tours to towns and cities in Holland, Belgium and Germany. As well as travel by luxury coach, the seven or eight-day holidays would also include accommodation at a range of hotels and the trips proved to be extremely popular. Only two years later, the holiday programme had grown sufficiently to



Above: 1965 Tour brochure.



Above: This Bedford VAL 14 was bought in 1964.



Above: 1959 Leaflet.

have its own full colour brochure.

Epsom Coaches was well-placed to take advantage of the increased holiday market as it had always prided itself on running a modern fleet of well equipped and comfortable coaches and the business grew rapidly. However, Government intervention once again reared its ugly head. The company having already dealt with the administration and bureaucratic nightmare resulting from the 1930-1933 Road Traffic Acts, the late 1960s saw moves by the Labour Government to nationalise road passenger transport.

Roy Richmond feared losing his entire coach business and, as a defensive move, he decided to expand the travel agency business, which at that time was still operating from South Street. He established Epsom Travel and new shops were opened in Leatherhead and Banstead, so the business grew rapidly. In the event, the company was not nationalised but the move into the travel business paid dividends for future expansion.

The end of the decade was a time of great sadness for the family and all those connected with the company, with the death

EPSOM COACHES

H. R. RICHMOND, LTD., 37a, SOUTH STREET PHONE : EPSOM 555

SUMMER AND AUTUMN COUNTRY EXCURSIONS

TIMES OF DEPARTURE :

	Day	Afternoon	Evening
Leg of Mutton, ASHTEAD	(a) 8.45 (b) 9.15	(a) 1.45 (b) 2.15	(a) 6.15 (b) 6.45
Waterloo Road, EPSOM	9.00 9.00	2.00 2.00	6.30 6.30
Spring Hotel, EWELL	9.10 8.45	2.10 1.45	6.40 6.15
Blue Anchor, TADWORTH	9.25 8.30	2.25 1.30	6.55 6.00

	FARE	ROUTE
1 (a) WEALD OF KENT	5/6	Reigate - Bletchingly - Sevenoaks - TUNBRIDGE WELLS (Refreshment Stop), returning via. East Grinstead and Horley.
2 (b) SUSSEX TOUR	6/9	Dorking - Ockley - Billingshurst - Pulborough ARUNDEL - Littlehampton - Bognor - CHICHESTER PETWORTH - Billingshurst.
3 (a) EAST KENT TOUR	8/3	Reigate - Westerham - MAIDSTONE - CANTERBURY Ashford - TUNBRIDGE WELLS - East Grinstead Horley.
4 (b) SURREY TOUR	4/-	Dorking - Beare Green - HORSHAM - Cranleigh Womersley - Shere - Dorking.
5 (b) BILLINGSHURST and HINDHEAD TOUR	6/-	Dorking - Ockley - BILLINGSHURST - PETWORTH HASLEMERE - HINDHEAD - GUILDFORD Leatherhead.
6 (b) THAMES VALLEY TOUR	5/-	Chobham - ASCOT - Maidenhead - WINDSOR (stop for refreshment) - Runnymede - Hampton Court. (Windsor Castle is floodlit on certain evening tours).
7 (a) SOUTH DOWNS TOUR	6/6	Reigate - Crawley - Haywards Heath - LEWES BRIGHTON - Worthing - Horsham. (On Evening Excursions Brighton Sea Front is illuminated).
8 (b) WINCHESTER, SALISBURY and STONEHENGE TOUR	10/-	Stops for sightseeing at both Cathedral towns, and at Stonehenge, together with suitable stops for lunch and tea.
9 (b) BLENHEIM PALACE via OXFORD	9/-	Lunch in Oxford (2 hours) - Blenheim Palace, Woodstock in the afternoon, returning after tea by different route.

All Tours are routed to return by different routes, wherever possible.
Stops for refreshments will be made at places of interest to allow passengers sufficient time for limited sightseeing.
For dates of operation, please apply at Company's Office or Authorised Booking Agents.

William Pile Ltd., GUSBORO.



Above: 1951 Bedford SBG/Duple Vega C33F, PPH 698 restored in the livery of H R Richmond, and owned by Geoff Heels. (Alan Barnes)

Right: The 1951 Bedford SBG with Duple Vega body was restored in the 1980s and rallied extensively, then re-restored after damage by fire, to the immaculate condition seen today. (Alan Barnes)



of founder Roddy Richmond in July 1969. The following year Christopher Richmond, Roy's eldest son, joined the company and was appointed Tours Director, with the brief to build and expand the day tour and holiday business. 1970 was the 50th Anniversary of the company and Christopher produced his first brochure to commemorate the Golden Anniversary of Epsom Coaches. The brochure included, among other delights, an eight-day holiday in Cliftonville for £16, a price which covered meals, tickets to two shows, a mystery tour and a half-day excursion to Canterbury!

● Next time, Alan will bring the story up-to-date, with the years since 1970.

On the Road

Mike Forbes has selected a number of 'roadscenes' of the past from the Chris Hodge 'Stilltime' Collection.

It looks as if the cameraman, who was most likely working for Commercial Motor, has sat in his car or stood by the roadside or on a bridge, to capture some 'stock shots' of vehicles and traffic, perhaps on a 'just in case' basis, or to illustrate a point made in an article. In some cases, the pictures look as if they were

taken while he waited for a vehicle which was being road-tested to appear, for him to photograph as it passed. We've used lots of those shots in our Scenes Past pages over the course of time.

Most of these photographs appear to have been taken during the 1960s or early 1970s, although a few are from earlier times. They

capture a 'snapshot' of what our roads looked like at the time, with a random selection of vehicles, mostly commercials, which would be seen if you were out and about. There's not really a theme here, other than a look at what was passing. And it's an interesting selection, to bring back memories of the way it used to be.



Above: Our cameraman spent a while, sometime in the mid-1960s, on one of the old roads across the Pennines – before the M62 was opened in the early 1970s – probably the A57 over Snake Pass or the A628 over Woodhead Pass, both connecting Sheffield and Manchester. He captured several vehicles of Warringtons Transport (1955) Ltd, based in Sheffield, obviously specialising in the movement of steel from there. Here we see an early Scammell Handyman art unit, 652 DWE (Sheffield, late 1962), no 42 in the Warringtons fleet, with bundles of steel bar on a four-in-line trailer. Following rather too closely – or about to overtake – is a short wheelbase Thames Trader, probably a tipper, with a well-sheeted load, 403 NC (Manchester, 1960) and an older AEC, FKW 331 (Bradford, 1948), an art unit, possibly one of the many cut-down from a Mammoth Major eight-wheeler, of Hammonds. (CHC abe835)

Another shot through the screen, on an open stretch of road across the moorland, shows an LAD-cabbed Albion Clydesdale four-wheeled platform lorry, Warringtons' fleet no 35, 783 CWJ (Sheffield, 1962), closely followed by an Atkinson eight-wheeled bulk tipper of Brookes Bros (Transport) Ltd, an Albion Reiver six-wheeled bulk tipper, AWY 836B (Sheffield, 1964) of Smith & Fletcher Ltd, a Ford 300E van and a Commer Maxiload artic. (CHC abe836)



Above: In a candid shot, taken through the windscreen – hopefully from the passenger seat – we see the same Scammell Handyman artic on a bend with double solid white lines, passing a six-wheeled bulk tipper. (CHC abe837)



Above: Another Warringtons vehicle seen crossing the moors with a load of steel was this Leyland Super Comet artic unit, with a four-in-line trailer, AWA 343B (Sheffield, 1964), fleet no 45, which was our cover 'star' when we covered Leylands several years ago. Here we see it followed by an earlier Leyland with a 'mouth-organ' cab, passing a bit of queue, with a Bedford TJ at the rear, going the other way. The pylon 'growing out of the trailer is the sort of problem photographers have with a candid shot like this, but it doesn't detract from the scene for us, does it? (CHC abe834)



Left: We move to the Home Counties now, with a Dennis Hefty six-wheeler, JPL 27C (Surrey, 1965), of Flowers Brewery. There are three dray-men in the cab used on the Dennis lorries of the time, like the Pax four-wheeler and Maxim artic, while the side-sheets have been tied back out of the way, so they can unload the kegs quicker. The scene, on one of those dangerous three-lane stretches, is probably on the A6, as one of the others in the series shows a Green Line RF single-decker on the 714 route, on its way from Luton, via Kings Cross, to Dorking. (CHC abi915)

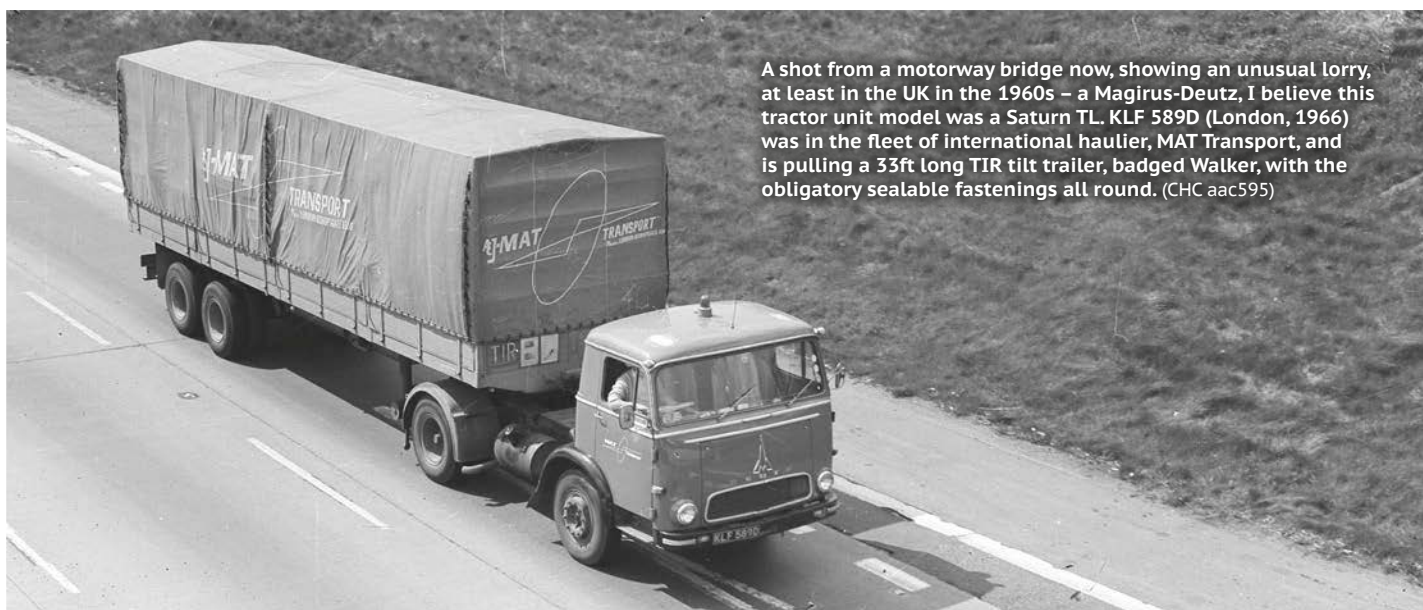
Right: Another picture taken on the three-lane A6, south of Luton, with a Leyland Comet – rather than a Beaver – four-wheeler, WWR 36 (West Riding, 1958), of Keighley Lifts Ltd, which looks well-loaded and again with three men in the cab. We can just see the rear of a D-registered dropside, no doubt the vehicle being photographed on test, a Bedford KM, seen in other pictures in this series. (CHC abi917)



Left: Here's the A40 in the late 1960s-early 1970s – the sign gives distances to Ross-on-Wye, Monmouth and Chepstow. It was taken, along with others of the Aust Ferry across the Severn, before the bridge was finished, making journeys to South Wales so much easier. We have two Thames Trader Mk II artic units with platform trailers, one loaded and one 'light', Nos 14 and 10, EWT 997C and CWU 382B (West Riding, 1965 and '64), in the fleet of Canning Town Glass Works, which surprisingly seems to have been based in Swinton, South Yorkshire, at the head of a queue, including a Land Rover and D Series. In the other direction go a Vauxhall Victor 101, a Ford Zephyr, among the other traffic. We used this one before in a look at artics, but it's such a nice 'roadscene', here it is again. (CHC aan553)



Above 1: More traffic on the A40, the Bedford TK six-wheeler, 7786 FH (Gloucester, 1960), with a 'bulk blower' tipping body, of West Midland Farmers, has just passed the West End Café, Gloucester – we can just see several lorries in the vehicle park, behind the TK. Following it out of the city is an LAD-cabbed Leyland Comet artic of Alcan Industries, with a sheeted load, and going into the city one-way system, behind the 'Auntie' Rover, is a Bedford-Hawson integral parcels van, DDW 900C (Newport, 1965), fitted out as a Mobile Showroom, for PES – Premier Educational Services. (CHC aan556) **2:** Seen from more or less the same spot, with Gloucester Cathedral in the background, here is a Dennis Pax, with a Luton van body, YDR 830 (Plymouth, 1963), of Farley's Rusks, leaving the city, followed by a couple of Hillman Minx saloons, an Anglia van, Morris Minor and a BMC FFK, hiding behind the 'No Entry' sign – with words on it – plus a BMC FGK of Castrol, while a Ford Cortina Mk I, DCV 366C (Cornwall, 1965) goes the other way – we can just see the new-fangled 'Thru-Flo' ventilation grilles on the rear roof pillars... (CHC aan554)



A shot from a motorway bridge now, showing an unusual lorry, at least in the UK in the 1960s – a Magirus-Deutz, I believe this tractor unit model was a Saturn TL. KLF 589D (London, 1966) was in the fleet of international haulier, MAT Transport, and is pulling a 33ft long TIR tilt trailer, badged Walker, with the obligatory sealable fastenings all round. (CHC aac595)



Left: Another candid overhead shot, showing an early Ford D Series six-wheeler, TAR 598D (Hertfordshire, 1966), with a refrigerated body, with a Petter unit, in the livery of Impex Frozen Foods for caterers, based in Cannon Street EC4, with a 'Mansion House' telephone number – pre-STD codes. The lorry is overtaking a late-model Bedford CAL, FJJ 839C (London, 1965). The driver looks to be checking his mirror, perhaps the van was turning off here. Note the lack of Armco and few white lines in these pictures. (CHC aac596)

Below: Here's the M1 motorway, looking north, at the Luton Airport junction, sign-posted A6. Apart from the extra lanes, endless barriers, gantries, signs, lights and other paraphernalia, the location is quite recognisable, but you'd be lucky to see the road this empty now, even at 6 am on a Sunday. We can see a Duple-Bedford VAL, KBD 666D (Northamptonshire, 1966), of Alec Head, until a few years ago, a well-known company in that county, coming onto the M1. There's also a Ford Anglia 105E in the third lane, about seven lorries, eight cars, a van and a coach in the wide open spaces visible. (CHC aac597)

Below: Another view from that bridge, 30 miles from London according to the sign on the left. We can also see emergency telephones and some early fog warning lights on each side of the M1 motorway. There's just some Armco down the middle, so this was probably the early 1970s. Lots of lovely lorries in view: Ford D Series artic, FDH 398C (Walsall, 1965), of Smiths Flour Mills Ltd, and AEC Mandator, JSM 329E (Dumfries, 1967) and Crane Fruehauf box van trailer, of Caledonian, are overtaking a Foden S18 cabbed FG, 700 CPC (Surrey, 1956), of I think British Industrial Sand, with a Dodge 300 Series, AEC Mercury and others being overtaken by an Integral Luton van further back. Just a Rover P6, overtaking an Ergo aric van and a Ford 400E van going the other way. A great period shot. (CHC aac599)





Above: This picture shows Junction 8 of the M1 for Hemel Hempstead, as it was laid out originally. It's a lot more convoluted now, and incorporates the junction for what was the M10 spur. Here a Green Line AEC RF 'coach', in original condition, heads off the M1 for Hemel, on the short-lived 727 route, from London Victoria to Tring, dating the picture to between November 1964 and October 1965 – the single passenger might show why! In the background, an Austin FFK, with a tall box body comes under the bridge, while an eight-wheeled tanker has pulled up on the hard shoulder behind the road sign, with the nearside cab door open. (CHC abj045)



Above: Again in the same place, we see a classic Atkinson eight-wheeled tanker with the 'bow-fronted cab, 234 CBH (Buckinghamshire, 1957), fleet no 15 of Tyburn Tankers, and a Triumph Herald Convertible going the other way. (CHC abj044)



Above right: In much the same position as the Guy Arab bus, here is a Guy Warrior tractor unit, 2411 KP, (Kent, 1964) and short York Fleetmaster tandem-axle box trailer, of Safeway Supermarkets – remember them – being overtaken by a Ford 400E van, 466 GXV (London, early 1964). That looks like an empty London Brick four-wheeler, overtaking the Austin A35 northbound. (CHC abj043)



Left: Now here's a mystery – or maybe not. Presumably this picture was taken near the one of the RF at the Hemel turn, so why is a Wolverhampton Corporation Guy Arab double-decker on the M1? Fleet no 142, 142 DDA, but on trade-plates 024 DA, had a Park Royal body, showing some damage on the roof, so it was probably going back to the factory for repairs, as it would be quite new in 1965. It then survived to be operated by West Midlands PTE, then China Motor Bus in Hong Kong. It's just been overtaken by a long-door LAD-cabbed Leyland Super comet 20 six-wheeled bulk tipper, HMK 274B (Middlesex, 1964), of CAG (London) Ltd, industrial fuel suppliers, while an Austin A40 Devon, Bedford CA bus, a Luton van, Mini Traveller and more go the other way – north, presumably. (CHC abj048)



Above: Enough motorways, here's a busy scene in the City of London, with the Bank of England in the background, at a guess in the early 1960s. We're looking at the traffic in Mansion House Street, near Bank Underground station. Left to right, there is a Ford Consul Mk II, following some tantalisingly glimpsed of commercials, including an Austin Three-Way van, behind the Ford Squire Estate – the deluxe version of the Escort Estate version of the 100E Anglia/Prefect – PDW 213 (Newport, 1958), so far from home, a BMC LD one-ton van, a Ford 400E 'Estate Car' or mini-bus, 526 ALC (London, 1960-62) – note the 'CD' plate above the number plate, showing it was a 'diplomatic' vehicle – and a Vauxhall Cresta or Velox PA MK II, 9173 WU (1960), also far from home, ahead of a Volkswagen Beetle, Triumph Herald, Royal Mail Morris-Commercial LC 'Tank', Thames ET6 integral van, and others, with a Bedford CA van turning off on the right. Notice the pressure-pads in the road, to operate the next traffic lights. (CHC aaq143)



Above: We're looking the other way – the photographer must have been hopping between traffic islands, with the Mansion house on the right, King William Street with the RT double-deckers emerging and Cornhill to the left. From the right, we have an AEC Mercury of Bison Concrete, loaded with wooden shuttering, next to a Vauxhall E Type Velox, SRU 165 (Bournemouth, late 1955), the an Austin FX4 taxi, YXT 6xx (London, 1960) and a Wolseley 6/99 Farina saloon, RVL 191 (Lincoln, early 1961), in front of a Bedford M or O Type Luton van and other cars, including a Mini, and various vans, with two Austin A50 half-ton vans going the other way on the left, including UDR 262 (Plymouth, 1960-61). Would people drive from so far into Central London today? (CHC aaq150)



Left: Now we're going way back, to pre-war days, with the flags out for King George's Coronation in 1937, unless I'm mistaken. We're in Parliament Square, with Big Ben and the seat of government, covered in scaffolding, to the rear. Approaching is a Chevrolet two-door saloon, BXM 44 (London, 1935), followed by what looks like an 'RAF'-type Leyland integral van, YT 4113 (London, 1927), of J Sainsbury, and a London Transport LT six-wheeled double-decker on route 11, Liverpool Street to Shepherds Bush. There's a classic pre-war Austin Taxi and Morris saloon in the background as well. Are there still 'bobbies' on hand to help the traffic and pedestrians as here? (CHC aap001)

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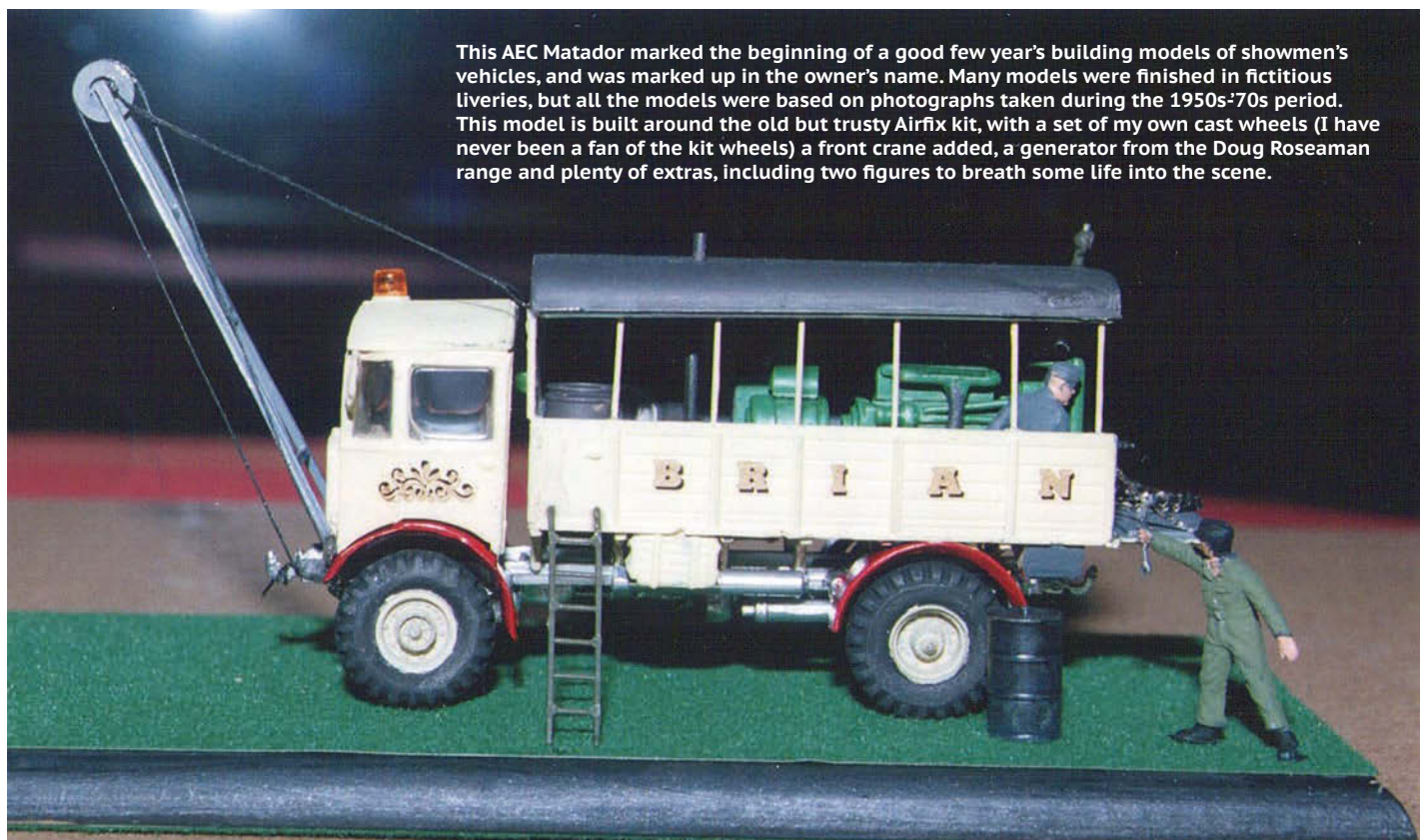
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Fairground Modelling in Small Scale

Les Freathy discusses his model showmen's vehicles in 1/76 scale.



This AEC Matador marked the beginning of a good few year's building models of showmen's vehicles, and was marked up in the owner's name. Many models were finished in fictitious liveries, but all the models were based on photographs taken during the 1950s-70s period. This model is built around the old but trusty Airfix kit, with a set of my own cast wheels (I have never been a fan of the kit wheels) a front crane added, a generator from the Doug Roseman range and plenty of extras, including two figures to breath some life into the scene.

I often ask myself how I got started building small-scale models of fairground and circus transport. Well, the interest really began in my much younger days, in fact, back to the early 1950s, when the Forrest family would pull onto our local green, right opposite our school playground every third week in June. At this time, I had a passion for military vehicles started by living close to a large camp, where all manner of military vehicles could be observed. Nearly all my Dinky and Corgi Toys and others were painted olive green at the time.

I can now see why the ex-military vehicles used by almost every fair and circus attracted me to the transport side. Forrest, of course, was famous for the two Mack NM tractors painted in a splendid maroon, with golden yellow lining. My memory tells me that these showmen also had in the fleet an AEC Matador, an AEC 0854 six-wheel trucked, FWD SU-COE tractor and numerous ex-military trailer chassis, including a ex-



Above: Another Matador, again built around the Airfix kit, this one has two of the Roseman enclosed resin generators installed in the back, both served by a single large fuel tank mounted across the tops. Extra fuel drums can be seen in front of the generators.

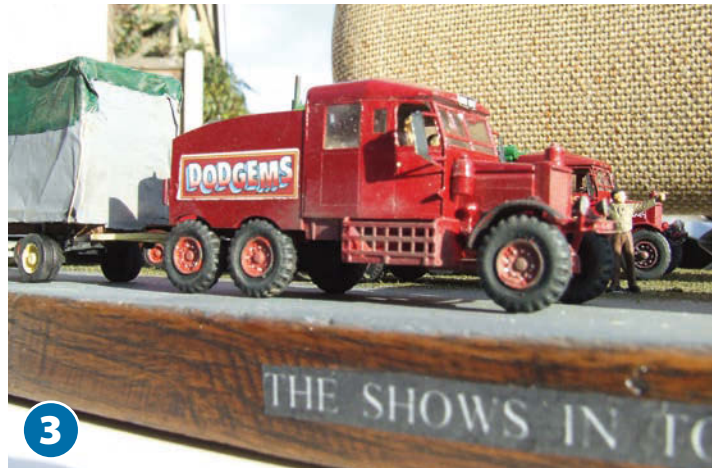
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Above: 1: Some of the first of the Robert Fossett circus models, these two AEC Militants were based on the actual vehicles used by this outfit. The cab, chassis and wheels were all from the BW range of white metal kits. Perhaps I should state here that a good number of BW kits are featured, and point out that the company ceased business a while ago, but the good news is most of the range was purchased by a number of other producers, and they are gradually being re-released, many through the Matador Models range, so all is not lost. The bodies for these Militants, which are the short wheel base version, were scratch-built, one with a generator added and both filled with plenty of extras. Readers will note that the shade of blue is on the dark side, something that was pointed out much later, but the decision was taken that it would be too time-consuming to change to a lighter shade. The funny thing is that, when some of the Fossett family saw the models on display, no mention was made of the shade of blue. 2: Scammells have always been a favourite of showmen, especially after World War II, when many heavy vehicles were released by the War Office onto the civilian market. The Pioneer tractors were used extensively, some as purchased like this model, while others were given major surgery to frames and bodywork. This model was based on the Airfix tank transporter tractor, with the chassis cut to suit the short wheelbase tractor. 3: The Doug Roseman range provided this long wheelbase Pioneer, to which I added a new set of heavier wheels, plus a generator in the back also from Doug's range. 4: Ex-army Albion CX225 tractors were purchased in reasonable numbers by showmen. These tractors were known for their slow speed, not something to bother showmen, as with two or three large trailers in tow, slow was the favoured speed. This model is a white metal kit and a heavy lump, I might add, built without to many alterations but carrying a 27 kva generator from the BW military range, plus the usual load of extras. 5: The Albion with its towed loads, the box on the first trailer came from an EFE lorry, to which I added the underneath components, and used the EFE wheels, which I don't consider the best for lorries, but they do make super trailer wheels. The centre truck is one from the Langley range, with few small items added. These models are some I now have in my cabinet.



Above: 1: More ex-military, here is a 4 ton Diamond T tractor, with a scratch built cab and body, onto which I mounted two Roseman closed generators. The trailer on the left is actually a 1/87 scale ROCO Minitrucks model, which fits in very well with 1/76. Greedy boards have been added to the roof. 2: The six wheel AEC 0854 is based on the Airfix refuelling set kit, with a scratch-built body, towing a scratch-built frame-trailer. A front bumper offers added attraction, but I never had time to change the wheels. Behind it, from the same kit, is the Bedford QL, built as a house of fun. 3: This is a model constructed in more recent times, of one of Fossett's long wheelbase AEC Militants and box trailer, in the correct shade of blue. Chassis, wheels and cab are again from the BW range, with a scratch-built body mounted on the frame. This features a roof rescued from a old damaged railway wagon. The trailer is also scratch-built, with a set of metal wheels from the spares box. This is another I now have in the cabinet. 4: This is one of my latest models and is a real bitzer consisting of an altered EFE chassis, Langley rear wheels, Road Transport Images pre-World War II Leyland cab and front wheels and a scratch built body, to represent the timber-clad type, seen in the late 1940s-early 1950s. Greedy-boards were added to the roof and loaded with various items to finish. It is towing a Langley model white metal living van. 5: A rear view of the Leyland and living van. I chose to depict this model in a green and cream livery, based on one I remember used to visit our town every year, towed by an ERF four-wheeled box lorry. I think it makes a nice change from the usual maroon or red and cream paintwork. 6: This image shows a selection of Billy Smart's Circus transport and incorporates a certain amount of artistic licence. To the fore is one of the large capacity semi-trailers, which is a 1/87 scale model I found at a toyfair, coupled to a Bedford S Type tractor. The cab, chassis and wheels are all from the RTI range. Behind the Bedford is a repainted Oxford Diecast Land Rover and at the rear a BT Models Austin FJ box van. The Bedford WT features a RTI cab, otherwise made up from oddments from the spares box. Finally, one of Smart's Foden FGs, again with RTI cab and wheels, a resin chassis from I know not where and a scratch-built body, plus the load. 7: Old buses and coaches have been a part of showmen's lives for many decades, so I thought it only right to try and recreate something along these lines. I am not a bus modeller, so wanted something quite simple to work on and chose this diecast model. Greedy boards were added and, not seen in this image, were the large opening doors on the back of the body made from plasticard and strip. Part of this vehicle is for cargo, with the front section serving as small living quarters. A coat of suitable paint, including blanked windows plus the leaning ladder, finished a quite simple conversion, behind which can be seen the side stall attached to the bus. 8: Most fairground buses carried the side stalls so, for a change, I decided that I would incorporate the bus into one of these, and built this rifle-range to suit. Various civilian figures were found along with rifles from a military kit.

searchlight trailer, forming the base of the octopus ride.

My small scale modelling of showmen's transport really only began around 20 years ago, when a friend who had seen my collection of military models asked if I would build him some showmen's models in the same 4 mm (1/76) scale. To be honest, I had come close to starting something along these lines for many years, so this proved to be the opportunity to make a start.

I only intended to build a few models, as required, but once I started, more and more requests followed, leading also to a fairly large set of circus models in the livery of Sir Robert Fossett. As these models progressed, I had a second outside request, to build more models for a collection in the West Country, which led to a number of transport dioramas of being constructed.

Very few diecast models were used in the construction, as I preferred to build my own models from scratch, or use plastic, white metal or resin kits and accessories for conversion work. That said, there are indeed many items in the 4 mm diecast ranges that lend themselves to this type of modelling.

From the start, I intended to include all the extra items carried by these vehicles, something which stems from the years of military modelling, including ropes, fuel cans and drums, boxes, ladders and so on, plus the boarding sections for rides and stalls, as seen on many showmen's vehicle roofs, especially box trucks and trailers. Many of the loads were and still are carried on open-framed trailers, so beside the models with canvas sheet covers, dodgem cars, cars for the whip and skid rides and so on, were to be included. These items were, indeed, time consuming to paint but worth the effort.

Like all good things, the requests began to slow down, leaving me some time to reflect on my own collection, which ended up with but two fairground models on the shelf, after producing this type of model for almost 20



Above left: This is one of the early kits built from the Langley range, and includes the Foden DG frame truck and the frame-bodied draw-bar trailer. The dodgem cars consist of a set of Roseaman early cars, loaded on the trailer, with all the ride sections on the Foden, all made from various pieces to suit, from the spares box. The truck was then part-covered with a canvas sheet. **Above right:** Many readers will be familiar with the Roseaman kit of the Scammell Showtrac, in white metal and etched brass. This was built as per the kit, and was a pleasure to put together. These days, of course, one has the choice of the Oxford Diecast model as well.



Above: The vast majority of fairground vehicles were, of course, not of ex-military origin, many originally commercial lorries. In this picture is a typical box lorry, built with a Atkinson cab from RTI, mounted on a chassis I cast for use with this type of vehicle, plus wheels and boxes from my spares, then I added a scratch built body. The living van is scratch-built and painted from memory of a short-bodied van, always with the striped curtains fitted on its yearly visit to our town fair in June. I often wonder if it was a custom built van or something converted by the showman.

years. Now, I thought, is the time for to build some models for myself, and that is exactly what I have been doing for the past couple of years, albeit at a slower pace, although I still get the odd request for items. What of the military models? Well, there was always something on the go, which has built up a

large collection, so maybe more of that at a later time. The pictures here show only a fraction of the models produced during this period, but I trust readers will enjoy the content. Who knows, with the editor's permission, we might pay a further visit in the future.



Above left: Pure artistic licence here for the Fossett mobile booking office. The trailer is an altered bus canteen from the Model Bus Co, with a new interior, opened sides and scratch-built steps. The tractor is a Seddon Mk 5, from bits in the spares box. Added figures bring the scenario to life. I well realise Fossett's never had one of these, but that's the enjoyment of the hobby, to be able to model in a way that showmen actually altered their vehicles and trailers. **Above right:** One of the beast wagons in the Fossett fleet, all scratch-built, but utilising cage-bars from a continental circus model that a friend had left over.



GET REAL!

British Road Services (Mid Cheshire Group) ERF eight-wheeled tipper doing what it's designed for... tipping! The model is by Corgi and has been weathered to simulate a vehicle on a typical muddy site.

The model or the real thing? **Graham Dungworth** has taken black and white photographs of some of his models against suitable backgrounds, with attention to those little details.

What is the greatest compliment that can be paid to a modeller? "You've got lovely eyes?" Well yes, maybe, but I would suggest that looking at a photograph of the modeller's work and mistaking it for a picture of the real thing is nearer the mark. Having made models for more years than I care to remember, it's a fact that no matter how carefully the model is researched, no matter how accurate the detailing may be, the models still tend to look like, well... models!

I am therefore indebted to David Watts of Nottingham, who came up with a possible answer to the problem, in his letter published in issue 204 of *Vintage Roadscene* (November 2016) when he wrote: "There's something of interest in every issue, my personal preference being black and white photos of real working vehicles in authentic locations". The proverbial light bulb came on. Yes, photographs taken in the 1940s, '50s and '60s were invariably black and white. I suppose it seems silly to get the colours of a commercial vehicle exactly right, only to



British European Airways operated a great many Bedford CA vans like 305 JPA (Surrey, 1959). Unbelievably this is a Corgi Toy from the 1950s, with new wheels, headlamps, mirrors, windscreen wipers and a detailed interior.

photograph it in black and white, but that's exactly what I've done in the accompanying pictures. So it's a big thank you to David for the idea.

Of course there's much more to realism than simply switching from colour to monochrome (that's black and white to you and me), the setting in which the model is photographed is equally important.

This can be a simple photographic background, as in my picture of a British European Airways Bedford CA van. The background photograph is of a BEA Vickers Viscount type 701A, G-ALWF, named Sir John Franklin, preserved and on display at Duxford in Cambridgeshire, which is where my picture of it was taken. Yep I'm into classic aircraft as well!

The Bedford CA started out as a Corgi No.403 'Daily Express' van from the 1950s, it was in very poor condition when I bought it, but I've stripped and re-painted it and added loads of detail, including new wheels, headlamps, mirrors, photo-etched windscreen wipers and an interior. The original Corgi Toys may have been 'the ones with windows', but they were also the ones without an interior! The model is based on a reference picture of 305 JPA, one of BEA's many Bedford CA vans, taken at Heathrow (then simply known as London Airport) in the late 1950s.

Another key aspect of realism is to avoid anachronisms. For example, if your photograph is set in 1957, any vehicle that appears in it must be one made in, or before, 1957. That rules out your model of a Ford D Series then! My picture of the Duple-bodied Daimler CV6SD, BCK 753 (Preston,



Oh, we do like to be beside the seaside! Scout Motor Services operated this Duple-bodied Daimler for only 12 months. It is pictured here, awaiting the return of its happy day-trippers, on a gravel-surfaced car park in Blackpool. The coach is by Corgi, the Ford Pilot by Dinky and the MGTC by Vitesse; details by Graham...

1947), illustrates this perfectly. New to Scout Motor Services Ltd, it was sold to Burrett & Wells of Melksham, Wiltshire, in August 1948, giving a very short 'time slot' with regard to the other vehicles featured in the photograph.

The MGTC was introduced in 1945 so that's OK, I've given it the registration number BBV 86 (Blackburn, 1946), so that ties in too, not only with the year, but also with the Blackpool setting for the photograph. Similarly, the E71A Ford V8 Pilot was launched in August 1946, so

it's fine to use a model of it in the same picture. The registration number CFV 149 (Blackpool, 1947), completes the illusion of reality. The photograph is set on one of the many gravel-surfaced car parks, so common at the time, with the famous tower peeping above the boarding houses in the background. I remember those exciting coach trips to Blackpool as a child, they seemed to take for ever in those pre-motorway days.

Remember the Preston Bypass wasn't opened until 1958 by the then Prime Minister, Harold Macmillan, I was 10 at the time. There was a 'comfort stop' at the Five Barred Gate pub, with the compulsory packet of crisps, bottle of fizzy Vimto and your mother telling you to go to the toilet because: "We won't be stopping again until we get there." The coach would then struggle up Ha'penny Brow, before facing the seemingly never-ending series of traffic lights in Preston. You then had to press your nose against the window, to catch your first glimpse of Blackpool Tower. Those were the days!

Photographic backgrounds are all very well, but I don't think you can beat a 'real' diorama. For the picture of a Bedford CF van, standing in an East London street, I built a short row of two shops. The Dinky Toys no 412 is the only model of a Bedford CF that I know of, but I'm probably wrong! Mine was originally an AA Service van and, as usual, it was not exactly in pristine condition when I got it. As with the Bedford CA mentioned previously, it's been heavily



Basking in the sunshine on an East London street, this Dinky 1972 Bedford CF van is joined by a Cararama 1965 Ford Corsair, the back end of which is just visible on the extreme left.

modified with a re-paint, new wheels (from a Lledo 1939 Chevrolet pick-up!) and a new interior. I've given it a 1972 London registration number, HYW 141L, and teamed it with a Cararama Ford Corsair, HGP 928C (London, 1965), which would have been seven years old when the picture was taken, but I didn't bother to model the rust!

The diorama I built for my photograph of an S18-cabbed Foden FG eight-wheeled Milk Marketing Board tanker is huge; it had to be to accommodate the Corgi model. If you look closely, you'll see that the driver has both hands on the wheel and his head is turned, so that he's looking at his mate in the nearside mirror giving reversing instructions. The slogan 'Drinka Pinta Milka Day' didn't appear until 1959, so obviously my model had to be later than that because it has 'Have you had your daily Pinta yet?' lettering on both sides of the tank.

The number plate YKV 169 (Coventry, 1960), ties in with the parked Triumph Herald, WRW 404 (Coventry, 1958), which, as a matter of interest, was a press fleet car and appeared in the first road test of a Herald published by 'The Motor' magazine on April 22nd 1959. Perhaps of more interest is that the same factory registration, WRW 404, was transferred from a red and white prototype Herald saloon which, together with a blue and white Herald coupe WRW 405, undertook a marathon 9,600 mile proving run, from Cape Town to Tangiers in 1958, a



A Milk Marketing Board S18-cabbed Foden eight-wheeled tanker reverses with the help of the driver's mate. The model is a Corgi and the parked Triumph Herald is by Lledo.

real 'triumph' (get it?) for British engineering!

Of course, a diorama doesn't have to be an outdoor scene, in fact I've gone 'off-road' (or more precisely into the loading bay) for my picture of a Webster's Brewery Scammell Scarab. Try as I might I can find no documentary evidence that Webster's operated a Scarab. The registration number

WVN 225 (Yorkshire North Riding, 1960), looks right but I've also seen Corgi Scarabs in the colours of Watney's, Bulmer's and Guinness, which suggests that maybe it was Corgi's way of getting more mileage from an existing casting. Perhaps readers may be able to throw some light on the subject. The addition of some barrels and a few figures does make the photograph come to life though.

One vehicle that I know actually existed is the British Road Services (Mid Cheshire Group) ERF eight-wheeled tipper, NTU 154 (Chester, 1951), because there's a great picture of it on the internet, alongside its twin sister, NTU 155. Having spent hours building an accurate, detailed, shiny model, it takes a brave modeller to then slap scale dirt on it, but when did you last see a spotlessly clean, working tipper on site? It's all too easy to go overboard with weathering and end up with a model that looks unrealistically filthy, so I've confined the heavier muck to the wheels, tyres and chassis, with lighter weathering on the cab and tipper body. It's just a pity that the driver isn't all that visible in my photograph because, as with the Foden eight-legger, his head is turned to look in the offside mirror, to make sure he's not burying anybody with his load!

So there we are, realism. I know everyone isn't as daft as me, but I do like to get things right. I sincerely hope that readers get as much pleasure from looking at my models as I did in making them; get real!



The driver of this Webster's Scammell Scarab leans on the trailer, while waiting for it to be loaded, and Sheila from the office arrives with the delivery notes. The Scammell is another Corgi item.

FIFTY SIX NOT OUT – YET!

This year saw the 56th HCVS London to Brighton Run. While that's something worth celebrating, **Malcolm Bates** is still concerned that a lack of any change to the format is slowly killing the event off. Is he right? And if so, what's the answer? Indeed, is there an answer?

It's not easy to criticise the things you love, is it? It kind of makes you feel... well, like you're being disloyal. But as a life-long (well almost) commercial vehicle enthusiast, it is surely a good thing to speak-out when things need saying? And make suggestions as to how things might be made better. Why wouldn't anyone want the things they love most in life to be more successful, have a higher profile and be shared with more like-minded people?

The trouble is, a large chunk of people in our hobby take any criticism – however well-founded – as a personal insult. They put up the barriers and... well, the phrase that best covers it, instead try to 'shoot the messenger'. A classic example is the notion that it's quite acceptable for a restorer to repaint an historic commercial vehicle in any colour and livery they please with no thought or concern for history. "The owner should be free to spend his money however he chooses," is the usual justification.

The other old chestnut? The London to Brighton run. It's the oldest event in our calendar, so it's only natural that a large number of enthusiasts feel they have some kind of 'ownership' of the event – either as a participant, or as a spectator. So on that basis, it's to be expected that the event has its own traditions.



Above: Ergo-a-Go-Go. A nice pair of Ergos – a tractor unit and that lovely eight-wheeled former milk tanker, BAK 449L – transport us back to London in the early 1970s. Aside for the rash of traffic cones, that is...

Not a problem. Indeed, that nothing much changes year-on-year could be said to be part of it's charm.

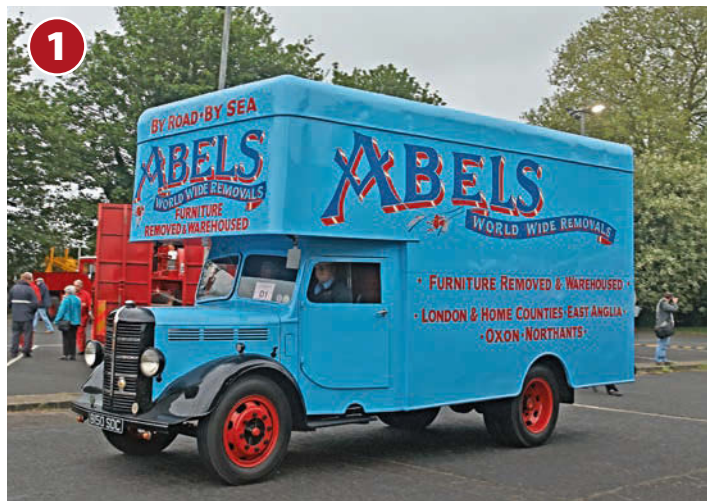
This could be said, were it not for the fact that judging by both spectator levels and the quality – and variety – of the vehicles on the run this

year, it's quite clear that things are in state of steady decline. Why that may be and whether this is a temporary or permanent state of affairs is a difficult one to answer. How things might be put back on track is even harder – especially when there are those who still suggest there is nothing wrong. My own view? That's already pretty well known – while the Crystal Palace site has provided an almost ghostly backdrop as the starting point, at 6.30 on a Sunday morning, with only a solitary mobile burger van for vital refreshments, attractive it ain't. Would a better start venue help increase the number of spectators and sell more event programmes? I've no idea, but it has to be worth investigating.

How do I know things are continuing to go pear-shaped? Because previously packed spectator hotspots – like the hill up to Pease Pottage roundabout – were virtually deserted this year. Again, why that might be is a tough one to answer. Is it because enthusiasts have better things to do on the first weekend in May each year? Is it because as many of the



Left: A 'vintage roadscene'! Well almost. The Bedford-Marsden pantechnicon and Atkinson tractor unit are 'in period', but that horrid little Toyota-thingy behind has sadly spoiled the shot.



Above: 1: Looks can be deceptive – this Bedford MLD wasn't purchased new by 'Abels' removals back in 1941, because this high-profile removals company didn't exist back then. Originally a dropsider, the chassis didn't receive a pantechnicon van body until 1951. It's since been restored – twice. 2: Is this what Leyland Motors should have re-introduced in the post-war era, positioned below the 'Comet' range – a modern update on the late 1930s medium-weight 'Lynx' chassis? Instead, Leyland bosses faffed around before finally coming up with the ill-fated – and nameless – 'Two Tonner'. This 1938 Lynx tanker was originally in the 'Anglo American' fleet, which became 'Esso', but it's been in the blue of AA Lock, who restored it in the 1980s, for even longer. 3: This year's run had as its featured 'Special Class', vehicles of all types built before 1919, so LN 7270, the 1908 Leyland X2 double-decker entered by Mike Sutcliffe, qualified nicely. It is thought to be the oldest surviving British-built motor bus and was originally part of the 'London Central' fleet. In contrast, the Tilling-Stevens TS7 single decker, XW 9892, is something of a youngster, having been built in 1925. It was one of only a dozen TS7 single-deckers in the Thomas Tilling fleet and was specified to run through Chislehurst Arch on the Bromley to Penge route 109, we're told. It was entered by Barry Weatherhead. 4: Loads better? Remember those diecast Corgi Toys 'loads' that were designed to fit the bodies of the ERF 'KV' and Commer 'QX' rigs? Here's the real thing! It's nice to see more restored lorries carrying suitable loads, rather than having over-varnished load-beds. These churns were on a post-war Austin dropsider.

participants seem so hell-bent on getting to Brighton in record time that they no longer bother to stop at the Crawley halfway point, preventing enthusiasts taking a closer look? Or is it because, with more and more 'old school' enthusiasts no longer with us, previous concerns that our hobby just doesn't appeal to younger enthusiasts is finally making itself obvious?

Whatever the reasons, it's sad to see empty grass verges as over-crowded fire engines rush past with only me and a few sparrows to ring the bell for. However inward-looking the HCVS has been in the past, there's a new team behind the event now and it would be nice to think that the London to Brighton run will continue to be a season-opener for the next 56 years. So if you've got any good ideas to ensure that is so, please... let's have them now and we'll pass them on.

There's no time to lose. Next year - 2018 - is the Diamond Jubilee of the founding of what was originally the Historic Commercial Vehicle Club.



Above: Fabulous ERF. The change in Construction & Use Regulations brought about some rather strange theories on increased axle loadings, with a greater axle spread. RTS 626L, a 1972 ERF eight-wheeler with GRP 'LV' cab, was originally said to have been used by Scottish Publisher D C Thompson of Dundee, to deliver bundles of Dandy and Beano comics to Glasgow, Manchester and London – returning with reels of newsprint. It was sold into preservation in 1991. Wouldn't it look great carrying reels of newsprint in Thompson colours once more?



Above left: Got the Corgi Toys model? Here's the real thing! 780 GHA is a 1959 BMMO Motorway Express coach. It had a good enough turn of speed to leave many cars of the era in its wake. Today, the concept of a British bus operator having the capability to design and build its own range of vehicles without any foreign involvement seems as unlikely as... **Above right:** And this is the side of a BMMO coach you'd see as it flashed past going in the other direction on a centre reservation barrier-free M1, as you struggled to hold a cruising speed of 50mph in your wheezing side-valve Ford 100E. The polished rubbing strips enhance the red livery beautifully, don't they?



Above: Famous Foden. The Foden fleet of Breedon & Cloud Hill quarry was the subject of at least one editorial article in 'The Foden News', the well-produced Foden house journal. A red eight wheel tipper like this S20 was featured in colour on the front cover. New in 1959, it is now owned by Tony McGovern, who could have changed it to his own name on the doors. We're pleased he hasn't.

Above: Just think. If the other surviving Breedon-owned Foden tipper, LAY 631E, currently owned by McGovern, was returned to its original Breedon livery... We'd have a lovely pair of Foden tippers.



Above: Here's another Foden eight-wheeler that started life as a tipper in the Pannell fleet, as a 40 cubic yard refuse bulker, before being converted into a wrecker in 1980.

Right: The Morris Commercial 'One Tonner' used many components from the contemporary Morris cars and put William Morris on course to build the Nuffield organisation. This 1928 example entered by Chris Osbourne of Maidstone features scuttle-mounted fuel tank, manual 'bulb' horn and a very basic cab structure.



Above: Getting the Wind-up? The huge 'Luton' head on this 1934 Commer 'Raider' van must have been handful on a windy day – especially when empty! The bodywork was built by original operator, Burns & Symonds, based in South London. It was requisitioned during the war and used as transport for Air Raid Wardens.



Above: A Perfect Partnership? The words 'Bedford' and 'Duple' go so well together and formed the basis for many childhood memories, whether on run-down school bus trips to the swimming baths, or when new on holidays to the seaside. Bedford SB3, LGV 994, was new to Burton's Coaches of Haverhill, but looks well in the livery of Premier Coaches of Watford, after being off the road until 2013.



Above left: Style Council? MHY 765 is a 1948 Leyland Comet – also fitted with stylish Duple coach bodywork. Normally kept in the South Yorkshire Transport Museum, it was restored between 1995 and 2011. **Above right:** A stylish rear end too! The flowing lines and two-tone blue livery end in a stylish rear, with flush glazed number plate panel and flashing 'arrow' trafficators.



SEEING DOUBLE



Above: Seeing Double. On the left is HOR 338, the post-war Austin K4 dropsider with the milk churn load. And on the right is GXN 218, a pre-war model. Note the different radiator grille design.

Right: Not Quite a Double. This Atkinson 'Borderer' tractor unit was new to May's Motors in 1968 and continued as a yard shunter, until purchased by a showman – who kept the Gardner engine when it was sold for preservation. Thankfully, it was subsequently reunited with its original engine after a four year restoration.



Above: Seeing Double. Almost a pair – these two Bedfords are both pre-war models. CKL 941 was originally a builder's truck when new in 1936, before being bodied as a cattle truck in 1940. FRJ 104 is a 30 cwt 1938 WS model.

Right: Not Quite what it Seems. While Pickfords ran Atkinsons fitted with the 'controversial' Viewline cab, this 1968 example actually started life as a tractor unit in service with the Road Transport Industry Training Board (RTITB) – quite possibly because Atkinson had trouble selling it to a regular transport operator at list price! This is the second version of the Viewline featuring the sham GRP 'Traditional' radiator grill after the original 'tin front' design was shunned by British operators. Oddly, when they switched to new Swedish-built trucks a few years later, they didn't insist that Volvo and Scania fitted radiator designs from the 1930s did they? How come?





Above: Not for much longer, Matey. 'Vauxhall Cars Made in England' the lettering on this impressive crate informs pedestrians as this Bedford S Type speeds it's way through busy traffic to London Docks, the busiest port in the world. The crate is destined for Wellington, New Zealand. Meanwhile, back in 2017 Britain, with the manufacture of cars in Luton already 'history', the few remaining staff at the GM van plant are awaiting news of final closure of the entire site and it's 'redevelopment' as a huge 'retail park'. Excavators are busy clearing the site of the former car panel press shop as you read this.

Right: Running out of Steam? Sadly, PG2414, a 1929 Super Sentinel was one of only two steam-powered vehicles on the run this year. The other was a 1922 Burrell showman's engine and living van trailer.



Above: Seeing Double. Square or round? The GRP cab used on the Scammell 'Routeman' eight-wheeler and 'Trunker' and 'Handyman' artic units featured both 'Cibie' square and 'Joe Lucas Prince of Darkness' round headlights during it's lifetime. Which do you prefer? Something to celebrate? This 1970 Trunker III was originally part of the Whitbread fleet and has not been restored in some fictitious livery by current owner Christopher Parker.



Above: Seeing Double. Following the tragic – and rapid – demise of the Rootes Group, following the Chrysler takeover in 1968, it's easy to forget what a major player the Commer brand was in the commercial vehicle market. The 'QX' continued to sell well, even though the power output of the TS3 two-stroke diesel was a limiting factor as gross weights increased. Here two 'face-lifted' examples from 1958 – a cattle truck and an artic unit that was originally in the Tate & Lyle fleet, await the start at Crystal Palace.



Left: Creature Comforts - 1. Who needs a heater and demister when you've (a) got a Gardner engine half in the cab of your Scammell and (b) an opening front screen. Besides, the gaps in the floor boards will create enough of a breeze to keep the windows from misting up!

Right: Creature Comforts - 2. How times have changed – or not. The inside of the steel cab on a Bedford 'S-Type' still had an impressive engine hump to provide warmth in winter – and even more in summer. But just to show that the old ideas are often the best, a hinged opening driver's windscreen was still standard equipment!





Above: Heading for a breakdown? This Ford Model AA was donated to the Marden Motor Club in the 1960s and has retained a wonderful well-used look ever since. It still runs the original 24 hp engine, which has recently been rebuilt.



Above: Trojan Horse? The 1920s were not a good time for drivers keen on an easy life when this design of Trojan was put into production. But by 1938 when this example was first put on the road? Surely things should have moved on a bit by then?



Above: It's not all about commercials. While customers in the background get on their mobiles to raise a payday loan to cover the cost of an early morning coffee at the sole provision of refreshments at Crystal Palace, this amazingly original 1930s Daimler was itself a major attraction, having been in one family ownership for much of its life.



And it's goodbye from him! As Gordon O'Neill's Thames Trader car transporter delivers another load of new Dagenham-built Ford cars (and van) to their lucky owners, we are left to ponder where it all went so wrong for the British automotive industry...

Llandudno Lovelies

Andy Taylor, Barry Fenn and Vic Capon all sent us a selection of their pictures of all the wonderful vehicles which were in north Wales for the Llandudno Festival of Transport.

We don't have many pages for rally reports this time, so we'll concentrate on this major gathering of classic vehicles for the May Day Bank Holiday weekend, and cover the others from which we have pictures next time.

These pictures show the vehicles arriving at Bodafon Fields, on the rally site and on the road run around the town. There are also plenty of interesting vehicles to be seen with the funfair held at the same time. Unfortunately, we can only show some of the many lorries, buses, vans, cars, tractors and all sorts which turn up at this large rally every year, including many we have seen before as well as a few we haven't. It looks as if the show was blessed with good weather this time.



Above: A Cummins-powered Foden ballast tractor, with the S41 cab, XPP 470S (Buckinghamshire, 1978), in the livery of John Swain & Sons, from the Wirral, pulls onto Bodafon Fields, with a suitable trailer, complete with four-in-line split rear axles. (VC)



1: Seen on the approach to the rally field, a Gardner-powered ERF M Type, PVH 644T (Huddersfield, 1979), fitted with a beaver-tail body, in the livery of T Smith & Sons, Buxton, carrying an old McCormick Deering with metal spade wheels, and towing the weekend's living accommodation. (VC) **2:** A nicely-restored Bedford TK, FRT 404C (East Suffolk, 1965), with an aluminium bulk tipper body, in the livery of Sturge Plant Hire of Stoke-on-Trent, also seen on its way to the rally site. (VC) **3:** Just for a change, here's a lovely example of a late 1930s Packard 8 Coupé on its way to the rally. Remember the Dinky Toys 39 Series saloon? (VC) **4:** A classic Bedford OL platform lorry, LKD 533 (Liverpool, 1950), looking smart in the livery of H Williams & Son of Holyhead, which I don't think I've seen before. (VC)



- 1: Here's one which could have been in our recent Road Haulage Archive on vans and pick-ups, a BMC J4 pick-up, KWP 805N (Worcester, 1975), a late example in nice original condition, sporting the undecided 'Austin-Morris' badge. (VC) 2: A World War II Scammell Pioneer artillery tractor, back in its army camouflage colours, as recently modelled by Oxford Diecast, as Andy says. (AT) 3: An excellent example of a Morris-Commercial 'One Toner', YL 7520, from the turn of the 1930s, with a dropside body, in the livery of P C & J M Wyatt, which caught all our correspondents' eyes. (BF) 4: A later Morris, an FFK long wheelbase tipper, NDJ 785 (St Helens, 1960), in good condition, which appears to have been for sale at Llandudno. Not a common vehicle, as Barry says, so a good buy for somebody? (BF) 5: Ray Herritts of Stafford is a regular at Llandudno and other rallies, with his preserved fleet of Bedfords, a TL beaver-tail, S Type, M Type, this K Type breakdown and the Morris J Type van next to it. (AT) 6: A recent addition to the preserved heavy haulage contingent was this late-type FTF 6x4 ballast tractor, built in Holland, with a version of the later Motor Panels cab, in Vanguard's livery. (VC) 7: A late ERF to be fitted with the LV cab, a Gardner 120-powered four-wheeled tipper, PAD 150M (Gloucestershire, 1973), in the livery of Mark Redfern, from Stoke-on-Trent and, yes, that's a police panda-liveried Morris Minor in the back... (VC) 8: Among the vehicles brought over from 'The Emerald Isle' for the event was this attractive late-style Thames Trader breakdown truck. (BF)



Above: This nice Bedford HA van, in the livery of the Electricity Supply board of Northern Ireland, was another visitor from over there. (BF)



Above: 15 Another Morris-Commercial 'Tonner', YB 9904, in the livery of Bass, Ratcliff & Gretton, brewers of Buxton, was making stately progress on the road run around Llandudno. (AT)



Above: This Land Rover Series III short wheelbase, 4317 UR, seen on the road run, has been restored in the livery of the fire brigade of the Standard Telecommunications Laboratories (STL) Harlow, Essex. (AT)



Above: Also seen on the road run, newly-restored to Western National Tilling colours, VOD 123K, a rare Marshall-bodied Bristol LH, was specially-built for use on the narrow Cornish roads. (AT)



Above: I must be getting old, it's not only policemen who look younger, but also fairground lorries, like this Foden 4410 6x4 tractor unit, L 698 HYF, of Simon's Leisure of Wrexham, is seen arriving in Llandudno with its trailer-mounted ride. (VC)



Above: Another comparatively recent showman's lorry arriving for the street fair, but still a British-built classic, is this ERF EC8 six-wheeler with a van body, N492 CFY, with the draw-bar based 'Demon's Revenge' ride. (VC)

Rally Diary

Here is a selection of events being held during the coming month which we think will be of interest to Vintage Roadscene readers.

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given here.

This year's season will be well under way by the time you read this. Here is the latest instalment of our 2017 Rally diaries, covering the weekends between the publication dates of this and the next issue. If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages. Let us hope the weather is kind and everyone enjoys their days out, wherever they go. Please let us know if you particularly enjoyed an event – or if you were disappointed – and don't forget to take your camera and if you see anything interesting, send us a picture for our future Rally Scene pages. We've widened the scope a little, to include some car, bus and tractor events which might include commercial vehicles as well, which we hope will be of interest to readers.

JUNE

17-18th June – Woodvale Transport Festival, Victoria Park, Southport, Merseyside PR8 2BZ, 01704 576122
e-mail: info@woodvalerally.com
www.woodvalerally.com

17-18th June – The Wessex Midsummer Vintage Show, Semington, near Trowbridge BA14 6JR, 01225 754374
e-mail: petergear@hotmail.co.uk
www.weesexsec.org

17-18th June – Footman James Bristol Classic Car Show, Bath & Somerset Showground, Shepton Mallet, Somerset BA4 6QN, 01507 529529
e-mail: nmowbray@mortons.co.uk
www.classicbikeshows.com

17-18th June – 1000 Engine & Vintage Rally, Astle Park, Chelford, Cheshire SK11 9AD, 01260 281378
e-mail: info@1000engines.co.uk
www.1000engines.co.uk

17-18th June – Journey Through the Ages, Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincolnshire LN6 3QT, 01522 500566
e-mail: info@lvvs.org.uk
www.lvvs.org.uk

17-18th June – Holbeach Vintage Rally, King's Field, Ravegate, Holbeach, Lincolnshire PE12 8QG, 01406 370366

17-18th June – Trolleydays, The Trolleybus Museum, Belton Road, Sandtoft, near Doncaster DN8 5SX, 01724 711391
e-mail: trolleybusmuseum@sandtoft.org
www.sandtoft.org

17-18th June – Midsummer Vintage Festival & Vintage Festival of Light, Ashover Showground, Milken Lane, Ashover, Derbyshire S45 0AB, 07591 915104
e-mail: mail@vintagefestivaloflight.org.uk
www.vintagefestivaloflight.org.uk

17-18th June – Scorton Steam Fair, Scorton Showground, Gubberford Lane, Scorton, near Preston PR3 1BN, 07713 128783
e-mail: info@scortonsteam.co.uk
www.scrtonsteam.co.uk

17-18th June – Wartime in the Vale, 10th Anniversary Big Bang Show, Ashdown WWII Camp, Badsey Road, Badsey, Evesham WR11 7EL
e-mail: alj78@msn.com

17-18th June – Wall of Death Weekend, Dingles Fairground Heritage Centre, Milford, Lifton, Devon PL16 0AT, 01566 783425
e-mail: info@fairground-heritage.co.uk
www.fairground-heritage.org.uk

17-18th June – Journey Through the Ages Vintage Rally, Goodrich Park, Palgrave, near Diss, Suffolk IP22 1BA, 01449 781329
e-mail: thunderburst@hotmail.co.uk
www.throughtheages.co.uk

17-18th June – Bolnhurst Rally, St Neots Road, Bolnhurst, Bedfordshire MK44 2ER, 07912 862460
www.bolnhurstally.org.uk

17-18th July – Vintage Rally & Country Fayre, Penhale, Fraddon, Cornwall TR8 5BX, 01726 860439
e-mail: info@cornishtractorclub.org.uk
www.cornishtractorclub.org.uk

18th June – 24th Raby Castle Classic Vehicle Show, Raby Castle, Staindrop, Co Durham DL2 3AH, 01697 451882
e-mail: info@markwoodwardclassicevents.com
www.markwoodwardclassicevents.com

18th June – 33rd Ridgeway Run, starts Henley on Thames Station RG9 1AY to Buckinghamshire Railway Centre, Station Road, Quainton, Aylesbury, 01342 894564
e-mail: info@hcv.co.uk
www.hcv.co.uk

18th June – Horse Tram Day, National Tramway Museum, Crich Tramway Village, near Matlock, Derbyshire DE4 5DP, 01773 854321
e-mail: enquiry@tramway.co.uk
www.tramway.co.uk

18th June – Fathers' Day Free Vintage Bus Rides, Oxford Bus and Morris Motors Museum, Old Railway Station Yard, Main Road, Long Hanborough, Oxfordshire OX29 8LA, 01993 883617
e-mail: info@oxfordbusmuseum.org.uk
www.oxfordbusmuseum.org.uk

18th June – Fathers' Day Running Day, Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471
e-mail: enquiries@wythall.org.uk
www.wythall.org.uk

18th June – Bromley Pageant of Motoring, Norman Park, Hayes Lane, Bromley, Kent BR2 9EF, 01959 541444
e-mail: bromleypageant@kelsey.co.uk
www.bromleypageant.co.uk

18th June – Marsworth Steam & Classic Vehicle Rally, Startop Farm, Marsworth, Hertfordshire HP23 4LL
www.marsworthsteamrally.co.uk

24th June – Ipswich Transport & Model Festival, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666
www.ipswichtransportmuseum.co.uk

24th June – Lincoln Autojumble, Hanger 1, Hemswell, Lincolnshire DN21 5TJ, 07816 291544
e-mail: lincolnautojumble@hotmail.co.uk
www.lincolnautojumble.com

24-25th June – Tankfest 2017, The Tank Museum, Bovington, Dorset BH20 6JG, 01929 405096
e-mail: info@tankmuseum.org
www.tankmuseum.org

24-25th June – Dene Rally, Starter Gate Farm, Charlwood Lane, Monkwood, Ropley, Hampshire SO24 0HA, 01962 772386
e-mail: denerallyhampshire@gmail.com
www.facebook.com/denerally

24-25th June – Kelsall Steam & Vintage Rally, Churches View Farm, Kelsall Road, Ashton, Chester CH3 8BH, 07739 958294
e-mail: kelsallsteamrally@hotmail.co.uk
www.kelsallsteamrally.co.uk



Keith Baldwin went to the North West Transport Show, held at the British Commercial Vehicle Museum, Leyland, on Sunday, 7th May, where he saw LPY 535, a 1954 Foden OG dropside, newly returned to its original livery of A C Bamlett, the mower-makers of Thirsk. It was carrying a half-size Scammell Showtrac.

24-25th June – Flywheel Festival, Bicester Heritage, Oxfordshire OX27 8AL, 01869 243444
www.flywheelfestival.com

24-25th June – Model Steam Road Vehicle Society Rally, Tewkesbury Rugby Club, Gander Lane, Tewkesbury GL20 5PG, 01452 617057
e-mail: englandchris6@gmail.com
www.msvrs.co.uk

24-25th June – Sheffield Steam & Vintage Rally, Rackford Road, North Anston, near Sheffield S25 4DF, 01709 545047
e-mail: shefsteamvcl@gmail.com

24-25th June – South Cambridgeshire Country & Steam Fair, Horseheath Racecourse, Linton, Cambridgeshire CB1 1JF, 01206 263088
e-mail: admin@oakleighfairs.co.uk
www.oakleighfairs.co.uk

24-25th June – Bromyard Gala, The Burgess Farm, Avenbury, Bromyard, Worcestershire HR7 4JY, 01885 483342
www.bromyardgala.org.uk

24-25th June – The Original Bloxham Rally, Milton Road, Bloxham, Banbury OX15 4HD, 01295 320100
e-mail: banburysteamsociety@outlook.com
www.banbury-rally.co.uk

24-25th June – Towry Valley Vintage Show, Cothi Bridge Showfield, Cothi Bridge, Carmarthenshire SA32 7WG, 01269 592515
e-mail: chrisfuller480@btinternet.com
tvvc.co.uk

24-25th June – Little Weighton Steam & Vintage Rally, Cowlan Farm, Rowley Road, Little Weighton, near Cottingham, Yorkshire HU20 3XW, 01482 848263
e-mail: info@lcbvass.co.uk

24-25th June – 8th Fylde Vintage & Farm Show, The Show Field, Salwick Road, Wharles, near Kirkham, Preston, Lancashire PR4 3SN, 07778 008715
e-mail: info@fyldevintageandfarmshow.co.uk
www.fyldevintageandfarmshow.co.uk

24-25th June – Ashby & Willesley Vintage Festival, Moira Furnace, Furnace Lane, Moira, Derbyshire DE12 6AT, 07887 568622
e-mail: info@ashbywillesleyvintagefestival.co.uk
www.ashbywillesleyvintagefestival.co.uk

24-25th June – Leicester Vintage Festival, Abbey Pumping Station Museum, Corporation Road, Leicester LE4 5PX, 0116 299 5113
e-mail: andrew.simpson@leicester.gov.uk
www.abbeypumpingstation.org

24-25th June – Steam on Rutland Water, Visitors Centre, Sykes Lane, Empingham LE15 8QL, 07713 483454
e-mail: steamonrutlandwater@hotmail.com
www.steamonrutlandwater.weebly.com

24-25th June – Emergency Services Weekend, Amberley Museum & Heritage Centre, Station Road, Amberley, Arundel, West Sussex BN18 9LT, 0798 831370
e-mail: office@amberleymuseum.co.uk
www.amberleymuseum.co.uk

25th June – West End Festival Vintage Bus Service, Glasgow Vintage Vehicle Trust, Bridgeton Bus Garage, Fordneuk Street, Glasgow G40 3AH, 0141 554 0544
e-mail: info@gvvt.org
www.gvvt.org

25th June – Shropshire Steam & Vintage Show, Craven Arms, Aston-on-Clun, Shropshire SY7 8EH, 01588 660568
e-mail: Salive1958@live.com

25th June – Lymm Historic Transport Day, Lymm, Cheshire WA13 0AB, 01925 754080
e-mail: lymmtransport@gmail.com
www.lymmtransport.org.uk

30th June-2nd July – Padstow Vintage Rally & Country Fair, Green Lane, Padstow, Cornwall PL28 8RL, 01841 550442
e-mail: info@padstow-rally.co.uk
www.padstow-rally.co.uk

JULY

1st July – Retired Drivers' Day, National Tramway Museum, Crich Tramway Village, near Matlock, Derbyshire DE4 5DP, 01773 854321
e-mail: enquiry@tramway.co.uk
www.tramway.co.uk

1st-2nd July – Capel Military Vehicle Show, Aldhurst Farm, Temple Lane, Capel, Surrey RH5 5HJ, 07870 231060
e-mail: donna.sheenan16@gmail.com
www.mvt.org.uk

1st-2nd July – Hollowell Steam & Heavy Horse Show, Brickle house, Hollowell Road, Creaton, Northamptonshire NN6 8NU, 01604 505422
e-mail: shhs@hotmail.co.uk
www.hollowellsteam.com

1st-2nd July – 27th Duncombe Park Steam Rally, Duncombe Park, Helmsley, Yorkshire YO62 5EB, 01347 848259
www.gytec.weebly.com

1st-2nd July – Elvaston Steam Rally, Elvaston Castle Country Park, Derbyshire DE72 3EP, 07504 045197
e-mail: chairman@elvastonsteam.co.uk
www.elvastonsteam.co.uk

1st-2nd July – Heddington & Stockley Steam Rally & Country Fair, The Ivy Inn, Heddington, Calne, Wiltshire SN11 0PL, 01380 859381
e-mail: steamrally@heddingtonandstockley.co.uk
www.heddstocksteam.co.uk

1st-2nd July – Danson Park Country Fair, Danson Park, Bexleyheath, Kent DA15 9PW, 01206 263088
e-mail: admin@oakleighfairs.co.uk
www.oakleighfairs.co.uk

1st-2nd July – Truckfest South West & Wales, Three Counties Showground, Malvern, Worcestershire WR13 6NW, 01775 768661
e-mail: info@livepromotions.co.uk
www.livepromotions.co.uk

1st-2nd July – Melford Vintage Rally, Melford Hall, Long Melford, Sudbury, Suffolk CO10 9AA, 01245 420168
e-mail: hervert.preston@btinternet.com
www.fmps.org.uk

1st-2nd July – Chickerell Steam & Vintage Show, Moor Farm, Knights in the Bottom, Weymouth, Dorset DT3 4EA, 01305 815793
e-mail: info.chickerell@gmail.com
www.chickerellsteamshow.co.uk

1st-2nd July – Chiltern Traction Engine Rally, Honor End Lane, Prestwood, Buckinghamshire HP16 9HQ, 07889 965604
e-mail: m.biggerstaff014@btinternet.com
www.chilterntractionengineclub.co.uk

1st-2nd July – Trolleydays, The Trolleybus Museum, Belton Road, Sandtoft, near Doncaster DN8 5SX, 01724 711391
e-mail: trolleybusmuseum@sandtoft.org
www.sandtoft.org

1st-2nd July – Vintage Transport Festival, North Norfolk Railway, Sheringham Station, Norfolk NR26 8RA, 01263 820800
e-mail: enquiries@nnrailway.co.uk
www.nnrailway.co.uk

1st-2nd July – Nene Valley Steam & Vintage Rally, Nene Valley Railway, Wansford Station, Old Great North Road, Stibbington PE8 6LR, 01780 784444
e-mail: nvrorg@nvr.org.uk
www.nvr.org.uk

2nd July – Normous Newark Autojumble, Newark Showground, Lincoln Road, Winthorpe, Nottinghamshire NG24 2NY, 01507 529529
e-mail: shows@mortons.co.uk
www.newarkautojumble.co.uk

2nd, 9th and 16th July – Guide Sundays, Scottish Vintage Bus Museum, M90 Commerce Park, Dunfermline KY12 0SJ, 01383 623380
e-mail: eddie-taylor@tiscali.co.uk
www.svbm.org.uk

2nd July – Open Sunday, Glasgow Vintage Vehicle Trust, Bridgeton Bus Garage, Fordneuk Street, Glasgow G40 3AH, 0141 554 0544 e-mail: info@gvvt.org
www.gvvt.org

2nd July – The BMC & Leyland Show, British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ, 01926 645033
e-mail: enquiries@britishmotormuseum.co.uk
www.britishmotormuseum.co.uk

2nd July – 19th Leighton Hall Classic Car & Bike Show, Leighton Hall Estate, Carnforth, Lancashire LA5 9ST, 01697 451882
e-mail: info@markwoodwardclassicevents.com
www.markwoodwardclassicevents.com

2nd and 16th July – Free Vintage Bus Rides, Oxford Bus and Morris Motors Museum, Old Railway Station Yard, Main Road, Long Hanborough, Oxfordshire OX29 8LA, 01993 883617
e-mail: info@oxfordbusmuseum.org.uk
www.oxfordbusmuseum.org.uk

2nd July – Vintage Tractor Display, Cranleigh Showground, Bookhurst Road, Cranleigh, Surrey GU6 7DW, 01403 257969
e-mail: mickb.hill@gmail.com

2nd July – Classic Van, Pick-up & Mini Day, British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE, 01772 451011
e-mail: enquiries@britishcommercialvehiclemuseum.com
www.britishcommercialvehiclemuseum.com

8-9th July – Rempstone Steam & Country Show, Turn Post Farm, East Road, Wymeswold, Leicestershire LE12 6ST, 07434 884832
e-mail: rempstonesteam@gmail.com
www.rempstonesteam.org

8-9th July – Wiston Steam Rally, Wiston Park, Steyning, West Sussex BN44 3DZ, 01892 770930
e-mail: info@sussexsteamrally.co.uk
www.sussexsteamrally.co.uk

8-9th July – Roxby Heritage Weekend, Fox Inn, Roxby, Saltburn, North Yorkshire TS13 5EB, 01947 841313
e-mail: roxbyheritageweekend@hotmail.co.uk
www.facebook.com/roxbyheritageweekend

8-9th July – 44th Powderham Historic Vehicle Gathering, Powderham Castle, Kenton, Exeter, Devon EX6 8JQ
e-mail: contact.cbccc@cbccc.net
www.historic-vehicle-gathering.info

8-9th July – 54th Woodcote Rally, Church Farm, Woodcote, Oxfordshire RG8 0QY, 0118 948 3980
E-mail: director@woodcoterally.org.uk
www.woodcoterally.org.uk

8-9th July – Cheshire Steam Fair, Daresbury, Warrington, Cheshire WA4 4AG, 01751 200839
e-mail: info@outdoorshows.co.uk
www.outdoorshows.co.uk

8-9th July – Sedgemoor Vintage Show, Old Pawlett Road, West Huntspill, Somerset TA9 3RH, 07785 765826
e-mail: info@sedgemoorvintageclub.co.uk
www.sedgemoorvintageclub.co.uk

8-9th July – Toddington Country Show, The Mansion House, Old Warden Park, Biggleswade SG18 9EA, 01462 851711
e-mail: show@bseps.org.uk
www.bseps.org.uk

8-9th July – 13th Stourport-on-Severn Steam & Country Show, Coney Green Farm, Ribbesford Road, Stourport-on-Severn DY13 0TE, 01299 822032
e-mail: s-o-svintagesteamrally@hotmail.co.uk
www.stourportvintagesteamrally.co.uk

8-9th July – Birdingbury Country Show, The Paddocks Farm, Birdingbury, near Rugby, Warwickshire CV23 8EH, 01926 632555
e-mail: wrmunro@munrosofbirdingbury.co.uk
www.birdingburycountryshow.com

8-9th July – All Wales Truck & Transport Show, Carmarthen Showground, Carmarthenshire SA33 5DR, 07939 80186
e-mail: info@walestruckshow.com
www.walestruckshow.com

8-9th July – Ayrshire Road Run, starts Low Green, Ayr, route Ayr and Galloway Roads, KA7 1EE, 07712 347889
e-mail: brs69b@hotmail.co.uk

8-9th July – 43rd Scottish Transport Extravaganza, Glamis Castle, Forfar, Angus, 01307 840311
e-mail: lesley@svvc.co.uk
www.svvc.co.uk

8-9th July – Black Country Weekend, Black Country Living Museum, Tipton Road, Dudley, West Midlands, 01922 743023
e-mail: brianjrall.vintage@googlemail.com

8-9th July – Fire Engines Weekend, Rural Life Centre, Reeds Road, Tilford, Farnham, Surrey GU10 2DL, 01252 795571
e-mail: helen@rural-life.org.uk
www.rural-life.org.uk

8-9th July – Eastern Coachworks 30th Anniversary of Closure, East Anglia Transport Museum, Chapel Road, Carlton Colville, Lowestoft, Suffolk NR33 8BL, 01502 518459
e-mail: eastangliatransportmuseum@live.co.uk
www.eatm.org.uk

8-9th July – 26th Lister Tyndale Vintage Rally, Nibley House Farm, North Nibley, Dursley, Gloucestershire GL11 6DL, 01453 546024
e-mail: jennywythard@btinternet.com

9th July – Leyland Society 2017 Gathering, Old Warden Aerodrome, Hill Lane, Biggleswade SG18 9EP, 01767 627927
www.shuttleworth.org

9th July – Garstang Autojumble, Hamilton House Farm, Tarnacre Lane, Garstang, Preston PR3 0TB, 07836 331324
e-mail: info@garstangautojumbles.co.uk
www.garstangautojumbles.co.uk

9th July – Haverhill Historic Transport Rally, Arts Centre Car Park, Haverhill, Suffolk CB9 8AR, 01342 894564
e-mail: info@hcvcs.co.uk
www.hcvcs.co.uk

9th July – 10th Classic Bus Rally, Gloucester Warwickshire Railway, Toddington Railway Station, Gloucestershire GL54 5DT, 01242 621405
e-mail: marketing@gwsr.com
www.gwsr.com

9th July – Classic Motor Show, Hatfield House, Hatfield, Hertfordshire AL9 5HX, 0845 879 1028
e-mail: info@geminievents.co.uk
www.classicmotorshows.co.uk

9th July – Classic Car Show, Dover Transport Museum, Willington Road, Whitfield, Dover, Kent CT16 2HQ, 01304 822409
e-mail: info@dovertransportmuseum.org.uk
www.dovertransportmuseum.org.uk

9th July – Open Day, South Yorkshire Transport Museum, Waddington Way, Aldwarke, Rotherham S65 3SH, 0114 255 3010
e-mail: info@sytmm.co.uk
www.sytmm.co.uk

9th July – 30th Annual Open Day, Aston Manor Transport Museum, Shenstone Drive, northgate, Aldridge WS9 8TP, 01922 454761
www.amrtm.org

9th July – Bus & Commercial Vehicle Rally, Sacrewell Farm, A47, near Peterborough PE8 6HJ
www.burally.co.uk

14-15th July – 50th Ulster Festival of Steam & Transport, Ballymena Showground, Warden Street, Ballymena, Northern Ireland BT43 7DR, 07739 613193
e-mail: ulstersteam@hotmail.co.uk

14-16th July – Weeting Steam Engine Rally & Country Show, Fengate Farm, Weeting, near Brandon, Suffolk IP27 0QF, 01842 810317
e-mail: enquiries@weetingrally.co.uk
www.weetingrally.co.uk

15-16th July – Ackworth Steam Rally, Ackworth Water Tower, A628, Pontefract, South Yorkshire WF7 7ET, 01977 617327 E-mail: brickyardorganic@yahoo.co.uk

15-16th July – Masham Steam Rally, Marfield Quarry, Ripon, North Yorkshire HG4 4NX, 01765 698569
e-mail: oldstation@tiscali.co.uk
www.spanglefish.com/mashamsteamrally

15-16th July – Kingsley Steam Rally, Sickles Lane, Kingsley, near Bordon, Hampshire GU35 9PD, 01420 474298
e-mail: sylvia.haydon@btinternet.com

15-16th July – Truckfest Original, Newark Showground, Lincoln Road, Winthorpe, Nottinghamshire NG24 2NY, 01775 768661
e-mail: info@liveprootions.co.uk
www.livepromotions.co.uk

15-16th July – Barton under Needwood Steam Rally, Needwood Rise Farm, Barton Gate, Barton under Needwood, Staffordshire DE13 8AP, 07815 917421
e-mail: info@bartonsteam.co.uk
www.bartonsteam.co.uk

15-16th July – Alton Bus Rally & Running Day, Anstey Park, Alton, Hampshire GU34 2B
e-mail: altonbusrally@hotmail.co.uk
www.altonbusrally2015.com

16th July – Old Ford Rally, British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ, 01926 645033
e-mail: enquiries@britishmotormuseum.co.uk
www.britishmotormuseum.co.uk

16th July – Fleetwood Festival of Transport – Tram Sunday – Fleetwood Town Centre, Lancashire FY7 6EB, 07946 537950
e-mail: fleetwoodfestivaloftransport@live.co.uk
www.visitfleetwood.info

16th July – Walsall Classic Motor Show, Walsall Arboretum, Broadway, Walsall WS1 2QA, 0845 879 1028
e-mail: info@geminievents.co.uk
www.classicmotorshows.co.uk

16th July – Rhayader Vintage Show, Smithfield, Borth Street, Rhayader, Powys LD6 5BT
e-mail: rhayader-vintage@hotmail.co.uk
www.rhayadercarnival.co.uk

16th July – Wadebridge Wheels, Royal Cornwall Showground, Whitecross, Wadebridge, Cornwall PL27 7JE
e-mail: publicity@wadebridgewheels.co.uk
www.wadebridgewheels.co.uk

19th July – Big Stuff Rides, Grampian Transport Museum, Montgarrie Road, Alford, Aberdeenshire AB33 8AE, 01975 562292
e-mail: info@gtm.org.uk
www.gtm.org.uk



Also photographed by Keith Baldwin at the North West Transport Show was this 1987 Foden 4300, F445 XFL, in the livery of Chris Henry & Son of Bradford. He says it is hard to imagine that vehicles like this are 30 years old...

A LIFE OF DRIVING

I have just got Classic Commercials and Vintage Roadscene, and their contents stirred many memories of the last 60 years – I am 74...

As a child in the 1950s, although Dad never had a car, a neighbour did, and motor-bikes, which I used to help with. A local library at Headingley had a wonderful collection of handbooks for cars and lorries, including many pre-war ones, from which I soon came to know how engines worked, and the importance of the sequence of cylinder head stud tightening, etc.

The EARAT firm did some road 'scraping' in Leeds when I was at school, and those Scammells looked ancient then! In our Combined Cadet Force at annual camp at Streatlam, near Barnard Castle – 17th/19th Hussars – in 1958, we were taken on our manoeuvres by Commer Q.4 Lorry which the Army still had.

As our family was printing-orientated, I was discouraged from becoming a motor engineer, instead training in process engraving (remember 'blocks'?). Dad was in Norfolk before the D Day invasion and I used to spend holidays with friends he made there. They had Bedford 'O' and 'A' Series plus a petrol Austin Loadstar. The Bedfords, with only a six-volt battery needed the starting handle on a frosty morning.

However, in Leeds once I passed my test, I got a part-time job in the workshop at George Wards Transport Hunslet, with Bedfords, AECs, Albions and one Thames Trader. One motor I had then was a Commer Cob van, with a works rear seat conversion.

My second job in printing was at the East Anglian Daily Times in Ipswich, which I didn't like, so I got a job driving a Karrier Bantam tipper on sand and gravel. This was an ex-council 'chip-pan' dustcart with the 'lids' cut off, leaving a 'bathtub' body. It had the six cylinder side-valve petrol motor. Then more printing at Hull Daily Mail, before back home driving a long wheelbase Bedford TK on scrap metal, followed by short wheelbase tippers, Thames Trader and Bedford TK, for a 'civils' contractor, then on a new Ford D800 at Drax Power Station (stone and sand) until, in 1968, I saw an ad in our local 'paper for Peter Slater: "Wanted Tipper Drivers for 'A' Licence journey work". I was set on after a short test run in a loaded 'Comet and was allocated a new, ie only 4k miles, Ergo 'Comet with a 401 engine! Others driven were AEC Marshal six-wheelers, AEC Mk V eight-wheelers, Atkinson Mk 1 and 2 eight-wheelers, and the last one a Dodge K series with Perkins 6.354, five-speed 'box and two-speed axle. East Lanc's Steel, Irlam was a regular 'tip' for pig iron from Workington.

For a short time, I was seconded to a quarry, in the then parent company, Cawood's group on Otley chevin, to drive a Scammell Himalayan, bringing stone from the floor up to the crusher, then the grinder to make building sand. The regular chap was off sick. I was so efficient at making sand, they asked me to stay! But I preferred the 'road'.

Looking at those circus wagons, that was in the halcyon days of no 'Vocational' Licence, Tachographs, or HGV MOT Testing & Plating. Now is the job over-regulated?

On that Thornycroft 'Trident', ex-Timothy

Whites, (UG is a Leeds registration), I recall passing that Timothy Whites & Taylors depot on the bus to junior school, 1948 to '55, up Burley Hill. The name still there in the brickwork over the loading bays as was. I believe the Timothy White's livery then was maroon or burgundy? They had several shops in Leeds.

Once thoughts of settling down came, I got my old job back at the Yorkshire Post in 1970, hopefully a job for life? But it was not to be so, as redundancy came in 1983! I had ten years after that in Leeds and Liverpool engraving shops, but the daily commute via the M62 to Liverpool was crippling! What do you do when unemployed at age 50 with no HGV licence, as I never claimed mine under 'Grandfather Rights' because I didn't dream of driving again?

The local Job Centre had an ad: "wanted drivers for international work, Escorts and Transits, 7.5 tonners. I got on there, the pay and conditions were terrible after the printing industry, but with the mortgage paid off, wife working in the NHS and some savings, plus daughter grown up, it was bearable...

After 18 months, I got my own truck, a Transit 190 flat and continental 'tilt', then another one, and did that for six years, all over Europe, until health problems forced early retirement.

A former colleague at the 'Post started there aged 15 and never worked anywhere else up to age 65 – how boring! I wouldn't have missed my life experience for the world, ha ha!

David Boyes, Leeds, previously trading as 'Rodlane Transport Ltd' and 'Transports Sylvan (UK/France).

AYRSHIRE ROAD RUN

Would it be possible to give a mention to Scotland's Premier Road Run, The Ayrshire Road Run, which takes place this year on the 8th and 9th of July. The two-day event overnights at Portpatrick, Galloway.

Vehicles will gather on the Low Green at Ayr Seafront on Saturday morning, before moving off, this in itself is a spectacle that lorry drivers and enthusiasts will enjoy.

Owners of vehicles which wish to participate can contact Bill Reid on 07712

347899. Please note there is no entry fee for this event, it's free to owners and spectators alike! The pictures show a couple of vehicles taking part in last year's event.

Alex Saville, via e-mail



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THRILLS AND SPILLS

Hi everyone. It's that Hull man back again. Well, to be honest I never really went away. Please don't all cheer at once.

On completion of my 'Life on the Road' series part 10 (issue 208, March 2017), I decided to take a back seat and consider my options, and one thing was certain, for me to continue 'Life on the Road' would inevitably be a pointless exercise, as I don't believe in taking identical material to another magazine. Stay with one publication but change the theme, that's my motto.

So while I was pondering my options, I was overwhelmed by the positive feedback and comments I received from my articles, not just from Vintage Roadscene readers, but from outside sources too and I would like to thank everyone for their kind words, which is all the encouragement I needed to continue my memories.

While I do not wish to take anything away from all the articles written by 'the experts', who put us right on technical information of years of manufacture, fleet and registration numbers, ownership details and so on (and I do read them all), I firmly believe there is always room for articles about one's experiences and memories without all the intricate detail. However, this will always rest with the editor (I like to balance a bit of both and hope everyone agrees – Ed).

During my 48 years on the road, I witnessed and was involved in many mishaps and incidents, most of them not of my making, some hilarious and sadly some with tragic endings. The majority of these were pre-Health and Safety and certainly way before driver training days were carried out by individual private companies.

My very first mishap as a driver involved a tractor, which I would like to start with, as they are a form of road transport. It was 1962 and, after the worst winter since 1947, we were now experiencing one of the hottest summers recorded. Ah! Memories of how things used to be. On the large mixed farm on which I was employed we operated a one man – one tractor system. The self same system I would insist on three years later, when I became a lorry driver.

My tractor was a BMC Nuffield (still plenty seen around shows today), and I was in the process of 'dragging' (cultivating for those not familiar with a drag implement) a 20 acre field, after

our first crop of spring barley had been harvested. When working way 'out in the sticks', we were allowed to use our tractor to drive to the nearest pub or café for lunch, so I drove down the slight incline in the field toward the open gate, as it was 12 noon and the pub would be open. I had visited this country pub before and was most welcome to do so but not without a stern warning from the landlord. "The next time you come, leave the bloody cultivator behind. I can't have you taking four parking bays and leaving half the damned field behind for my staff to sweep up."

Arriving at the field gate, cultivator still buried a foot into the earth, everything came to an abrupt halt. As I dipped the clutch, I leapt off the Nuffield, disconnected the centre pull and kicked off the side arms of the three-point linkage – designed and made famous by the great Harry Ferguson. My back facing the tractor I replaced the safety pins into the cultivator.

I know – some of you are probably already ahead of me, as seconds later there was an almighty screeching of brakes out on the road. But not only that, my tractor had disappeared. My heart now pounding so hard as if wanting to break free, I ran out of the field onto the road to find a Morris Minor Traveller had mounted the grass verge. Inside sat an elderly man with both hands clutching the steering wheel. I pulled open the driver's door and asked him if he was OK. Still shaking, he said some idiot on a tractor had pulled out in front of him and almost killed him.

I daren't let on that it was my tractor and furthermore, that I had forgotten to apply the handbrake, prior to releasing the cultivator. I panicked and told him that I was the farm foreman and that I would speak to the driver concerned and make him apologise, whereupon the elderly driver thanked me and gave me his address.

Across the road I could see that the wildlife catch-fence bordering the forest had been mown down, where the ground fell away to a steep incline. Branches and young trees were strewn all over as far as the eye could see, but no tractor in sight. In desperation I set off down the bank. About 100 yards and halfway down I found the BMC badge embedded in a branch. At this stage my whole short life passed before me as I contemplated whether I would get the sack, go to court

or have to pay for the damage out of my £6 a week wage.

Then, as if by magic, I could hear an engine ticking over and there in the distance I could see the Nuffield, rammed up against a tree, smoke still rising from the tall exhaust. I ran over to her and leapt on board, locking one rear wheel enabling me to spin the tractor round and face back up the forest bank. Later, as shock started to set in, both my feet were bouncing rapidly up and down on the footplates as I negotiated the climb back up the bank towards the main road, wondering how she hadn't rolled over on the way down.

To my relief, the old gent in the Morris Traveller had left, leaving a trail of grass and soil on the road. My anticipated ploughman's lunch, washed down with a pint of the brown stuff, was now out of the question, but fortunately the Nuffield was still intact and running, and I didn't need telling twice to get the cultivator hitched back up and away from the crime scene as quickly as possible.

Over the brow at the far side of the field, I continued to drag the land as though nothing had happened. The sun was now beating down onto my head and shoulders but I didn't care. I'd had a scare and got away with it. Or so I thought!

The Nuffield had sprung a leak and, as I entered the farm stack yard at tea-time with steam rising from the radiator, a pea green Morris Traveller stood in the middle of the yard with an elderly man, complete with straw hat, talking to my boss. The farm mechanic was lying on his back under the Traveller and a Ford Anglia police car stood in the far corner. My boss ordered me off the farm, saying that he would deal with me in the morning. I rapidly mounted my motor-bike, a Matchless 500 single and raced home.

Apparently, a forestry worker had to dive out of the path of a driver-less tractor and had reported it to his boss, who just happened to be well in with my boss. The next day, I was told that I would not be sacked or go to court as long as I agreed to cut the elderly man's lawn every fortnight and work right through harvest with no overtime pay. Harsh punishment, considering the rest of the staff, seven in total, would be on £12 a week with me still on a measly £6.

Next time, my thrills and spills take me onto my 'trucking' years, when the mishaps and incidents continue.

Brian Featherstone, Hull

BUSES AND LIVERIES

The May issue was another great read. In the article 'British Lorries for the World', Malcolm Bates said commercial vehicle and bus/coach production is bleak today. Not quite so: on buses, at Falkirk, in Scotland, Alexander, now called Alexander-Dennis, was rescued by British investors, including Brian Souter of Stagecoach. Double and single-deck bodies are made still. In Guildford, the other half of Alexander-Dennis, at the Dennis works, still makes chassis, for double and single-deck buses, diesel and hybrid. Both are best-sellers and components are sourced in the UK.

Alexander bodies can be seen on Scania and BYD Chinese electric chassis. Optare, owned by Ashok Leyland in India, is still

making single-deck buses. In Northern Ireland, the success story of the Wright brothers has grown, building in-house diesel, hybrid, electric and even a few hydrogen-powered buses. The company also makes bodies for Volvo double-deck chassis. Components are sourced in the UK. This company also owns Nu Track, which builds welfare/library vehicles in Northern Ireland.

In Scarborough, Plaxton, again owned by Alexander-Dennis, is still building coach bodies and also single-deck bus bodies, badged as Alexander-Dennis. There is not a coach chassis builder left. I still miss the roar of a Leyland Leopard or Tiger, the singing and bark of a Bristol RE and the growl of

an AEC. Modern coaches do not sound the same. Can you count Dennis Eagle in the West Midlands and Cummins engines in Darlington?

Now a livery is something a company should be proud of to advertise the company. It is great to see so much colour in Vintage Roadscene, but we will not look at modern lorries or coaches in the same way. Not only are they ugly, but come in one colour, boring white, with a colour vinyl name, looking like a washing machine on wheels. This is not a livery, like coaches in boring white, with bits of vinyl stuck on, cheap and tacky. Do we have any proper signwriters left in this country?

Ian Wigley, Amptill, Bedfordshire

AFS BEDFORD

Now another AFS vehicle to discuss in your May issue. On page 27, in the top photo (and the partial shot in colour on p26) the Bedford RL RYX 345 of Fossefields Circus is an ex-AFS pipe carrier and these would also be constituent vehicles of an AFS column.

The Bedford S 4x2 was also used, with similar bodywork and usually predated the introduction of the RL 4x4. The vehicle in the photos has the large headboard (or front wall) missing, which would have extended about 5 ft above the locker bodywork. The four strakes (approx 5 ft above the body and like scaffolding poles), firmly bracketed either side, are also missing, but the bolts can be seen between the lockers. A fifth strake close to the headboard made up the upright for a six rung ladder and this has been cut short but remains in place on the circus vehicle.

All in all, the vehicle is quite intact. These vehicles originally carried rigid pipes, not hoses, to be used like normal subterranean water mains pipes, but on the surface, and were normally of 6 inch diameter, so like the suction inlets on most fire pumps.

The bombing in World War II showed the vulnerability of water mains and even a near miss could cause a pipe fracture. The pipe carrier vehicles used in World War II were flatbed artics and the tractor was normally a Guy Vixant. These vehicles had a big locker at the rear of the trailer, but this was inadequate for the number of junctions, fittings and so on, so another vehicle had to carry these.

The post-war pipe carriers made sure there was plenty of locker space, which is probably what made the vehicle attractive to the circus. In their intended role, the pipe carriers could carry 110 x 16 ft lengths of pipe, which I believe were ABS (plastic) instead of steel by the 1960s, nevertheless,

the weight with fittings was quite a lot for a 4x4.

I don't suppose they were sold with the pipes, which was typical of disposal sales, so the odd 'scaffolding poles' sticking up must have looked unusual. The temptation for a circus to lay tent poles on the headboard would have proved unsuitable, as it was more of a wall than a support. The space between the lockers left enough room for a generator set, so a logical solution.

I am not sure why the mention is of Civil Defence in the registration details, as I am sure the procurement was through the Home Office. The Auxiliary Fire Service was organised via the Fire Service and the local authorities, exactly like the National Fire Service (NFS) in World War II.

Civil Defence Corps vehicles were for the roles of ambulances, rescue vehicles, recce, welfare, etc, and in essence were not auxiliary (apart from some ambulances and the National Hospital Service Reserve) and they carried the big Civil Defence Corps badge on the sides. The Civil Defence

organisation was a term for all the services, which could encompass the military forces as well, and is probably how it is used in this instance. Likely people for any of the branches of the CD applied through the police station, fire station, local hospital or council offices.

Alan House's book *Home Front Transport Vehicles of the the UK Civil Defence 1938-1968*, Housefire Books, Southampton, is excellent on this topic and the many illustrations, mainly black and white, are large and full of interesting detail.

By the way, my own interest stems from my father being in the NFS and going to fire brigade displays as a kid 'VIP'. My local play area was a muster point for an AFS column and, as a boy, I lived close to Ruddington MOS dump, so I cycled to see military (and AFS etc) vehicles in their twilight years. It was all accidental and so it went into my memory as an undifferentiated jumble, and then I saved my energy and my skills of documentation for the fast disappearing steam locomotives.

David O'Brien, Exeter



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SPECIAL BEDFORD AND ITS TRAILER

Regarding the photograph of the modified Bedford TK tractor unit in May's 'Tailsceine', with an information request it is hoped that the following may be of interest.

The mystery photograph was taken in the showroom of SMT Commercials at Roseburn in Edinburgh. The company built enormous numbers of vehicle bodies for Scottish & Newcastle Breweries Ltd, mostly for Bedford and ERF drays, but also other body types and on other marques for their fleet.

S&N was very innovative in the design of brewery transport vehicles and, in time, under the leadership of Alan Bruce, the company's highly-respected Fleet Engineer, S&N worked extremely closely with vehicle bodybuilders and vehicle manufacturers, to develop many bespoke requirements, some of which became standard in the brewing industry.

The coachbuilders at SMT in Edinburgh had a good reputation for making specially-built mobile library, shop and bank vehicles for clients, and this modified TK tractor unit was to be used for an articulated promotional vehicle for S&N, the trailer of which had coachwork similarities to such uses. The modified TK tractor in the photo was to be used to pull a trailer to dispense the extensive range of S&N beer products at various events. The 32 ft trailer was fitted out with a bar, fixed and moveable seating at various events. The 32 ft trailer was fitted out with a bar, fixed and moveable seating and had tartan carpeting and decor – and one imagines a good time was had by all who sampled the delights on offer, since great trouble was taken to ensure it was in the best of condition!



The attached picture, taken from the S&N staff magazine of Summer 1968m shows the TK tractor and trailer, following delivery, at S&N's Moray Park Maltings in Edinburgh, where it was based, having been given registration WFS 532F and fleet number 9126A. The figure 9 in the S&N fleet numbering system denoted a classification of nine tons.

The photo shows the trailer access door open, removable steps in place but the window covers still in place. The removable sign which has been put in place on the vehicle reads 'The Tartan Club', which is interesting, as this became the name given to the large S&N staff social club building, subsequently constructed on a site adjacent to Fountain Brewery, when the brewery was rebuilt in the mid 1970s. The social club

included facilities for concerts, dancing, eating and drinking, as befitted a company which had over 3,000 employees in the Edinburgh area.

The reason for the tractor unit looking slightly odd is because it was modified to have a petrol-fuelled generator in the rear of the extended cab, to provide refrigeration to help to keep the beer in good condition at the time of dispensing at the bar in the trailer.

The generating equipment in this, the first of these vehicles, had been anticipated as being too noisy for location on the trailer, so the tractor was to be parked some distance from the trailer when it was in use.

The value of additional promotional vehicles was soon recognised and three un-modified TK tractors were subsequently supplied, together with two new trailers, with quieter generating equipment fitted on the trailers, the first trailer being retro-fitted with this upgrade. The altered trailer continued to be based in Edinburgh, with its new tractor, while the second and third promotional trailers and tractors were based in Newcastle and in London.

When the first trailer was modified and a new unmodified TK tractor allocated to it, the first tractor, WFS 532F, was disposed of, being sold to a showman for pulling a living caravan.

These units were never classified as transport vehicles in the S&N fleet and the Public Relations Department was responsible for them. The servicing and maintenance of these tractors and trailers was, like the large fleet of company cars, out-sourced. In the case of the three promotional rigs this was done by SMT Commercials in Edinburgh.

What still remains something of a mystery,



We have now found a picture of the original Scottish & Newcastle Bedford TK with 'The Tartan Club' trailer in colour, although the tenements in the background are so grey, they make it look like a re-touched black and white...

ELEVATOR, NOT FORK-LIFT

Having just seen the May issue, courtesy of brother John, I notice that on page 17 the Guy is being loaded with sacks via an elevator, not a fork lift. Just underneath the sack can be seen the adjuster to tension the elevator slats (you're right, I stand corrected – Ed).

In the mid-1960s, Cross Bone Fertilisers at Bridlington produced between 8 and 10 tons per hour, working 3 shifts between 6 am Monday and 10 pm on Saturday, which would be about 1,000 tons per week, for roughly 40 weeks, giving a total of 40,000 tons a year, all in 1 cwt bags, paper and then plastic.

From the bagging plant they went to the warehouses, via a system of conveyors and elevators. Finally, on to an electric-powered elevator, two men at the end of this stacked the bags, four across, lengthwise, 'tying' them in as they went, up to about 20 ft.

When a lorry came be loaded from this stack, a small elevator would be used. One man rolled the bags down the stack, one turned them on to the elevator. The driver

plus one, two or three, depending on the platform length, would stack them on the lorry.

Each warehouse had about eight stacks of fertiliser, different grades, so in the spring season things could get a bit congested.



There wasn't a fork-lift on site. If an odd ton of a different grade was required to make up a load, a Lister-engined stillage truck would be used to bring it to the elevator.

Hoping this is of interest.

Peter Wheeler, via e-mail

however, is quite why the modified TK seen in the SMT showroom had single rear wheels and narrow mudguards – which can be seen in that view – but in the photo taken of it following plating and delivery it can be seen with double rear wheels.

Thanks to John Murdoch, retired S&N Vehicle Inspector for his input to the above.

George Douglas, Edinburgh

Regarding the tailscene in the May issue, the photo of the Bedford TK destined for S&N was taken in SMT Sales and Service bodyshop in Edinburgh, sometime in the 1960s. The vehicle in question was used to tow 'The Tartan Trailer', which was a mobile bar used for various events. The adaptation to the cab was to house a generator to supply power to the travelling bar. Later the generator was fitted in the trailer itself. I am indebted to a former brewery colleague of mine, John Murdoch, who gave me this information.

Scottish and Newcastle was quite pioneering when it came to new vehicles. The 'Bruce-SN', which featured a low-floor curtain-sided body, used for beer delivery was another interesting vehicle. A later version was a front wheel drive Leyland Freighter, also with a curtain sided low floor which, when the brewery was sold, was gifted to Stevenson College Edinburgh for training HGV apprentices.

Perhaps a future article about these special vehicles could be featured?

Keep up the good work

Alistair Cleeton, via e-mail



IT WAS A THORNYCROFT

With reference to the Tailscene in Vintage Roadscene, June 2017, 'What Is It', the truck at the back of the picture, in my view, has cab and radiator which are pure Thornycroft. Thinking back to the 1950s, on the farm on which I lived, they had a Thornycroft 6x4, possibly a Nubian, FAC 279, which was used for carting sugar beet to the factory, using the Brockhouse trailer (with sides) that you commented on.

**Michael Sharpley,
Lincs Haulage**

I think you are right, the radiator looks like the ones fitted to the wartime military Nubians, and there was a Thornycroft mentioned in the original article on the Girling fleet. Some of these vehicles must have been released to 'essential users' during World War II.

INSPIRATION

I would just like to say that your excellent magazine, *Vintage Roadscene*, can have a very inspirational effect on your readers. Having read, with great interest, the article *Fire Brigade Workshops* (Issue 210 May 2017), I was inspired to transform one of my spare Corgi Dennis F12 fire engines into a model of Merseyside Fire Brigade's converted Dennis F12 recovery vehicle, shown on page 8 of that issue. It is always a risky business to cut up a perfectly good model, not knowing what the outcome might be, but I think my wielding of the saw was worthwhile. The model is not completely representative of the very unusual machine featured in your the article (as only one view was visible), but it's close enough. Many thanks, *Roadscene*,



for inspiring me in such a way. Please find attached a couple of images of my model recovery vehicle.

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

AUSTEN BROTHERS VEHICLES

Having just bought the *Road Haulage Archive* issue on *Circus Transport*, I can give more detail on five of the pictures.

On page 8, the Austen Brothers booking office is at the Public Park, Galashiels, Selkirkshire, Scotland. This could have been taken in June 1977 or August 1986, when the circus was on site there.

I took photographs of the 1986 visit, as seen here. The pictures on page 9 of the publication show ERF B Series eight-wheeler, MBV 909T, and ERF tractor unit and caravan, VVT 802S, which are the same as mine.

However, the Atkinson 6x6, JMM 679K, and the Scammell Contractor, VLH 434G, as seen in my photographs, had a repaint by then.

Hope you find these of interest.

P W Lyal, Galashiels



WHICH ARTHUR?

I refer to Issue 210 of *Vintage Roadscene*. The letter from Colin Bull of Uxbridge mentions Arthur Ingram as seen in a photograph on page 16 of Issue 208. I don't think it is Arthur Ingram. The only picture I've seen of him was taken about ten years ago when he was much older. He must have been born before the war, but I don't know how old he is. The photo in Issue 208 was taken on Tower Bridge in the 1960s, after 1964. The Dodge 500 first appeared in 1964. The man in the photograph could be Arthur Hustwitt. He took hundreds of lorry photos on Tower Bridge and other places in the 1950s and '60s, but I've never seen a photo of him.

At the top of page 30 in Issue 210, the Baron export lorry is mentioned. A few years ago a magazine article featured two Baron lorries, held in storage somewhere near Oxford. They really do exist, they were made in 6 ton and 7 ton versions, and were fitted with Perkins 6-354 diesel engines.

H Daulby, Croydon

You might be right, but I think the gent with the camera in the picture is most likely a Commercial Motor journalist. We scribes have a habit of getting in the way of the real photographer, trying to outdo him, by sneaking in and taking our own pictures...

HALL & CO VEHICLES

I am pleased with the latest issue, as always. In the circus article, I was pleased to see the old Guy on page 24. She is definitely ex-Hall & Co Ltd, 955 BRK, fleet number 3789, new in April 1964. This was a concrete mixer, with a 6 cu yd drum. The mixers were signwritten Hall Ham Concrete Ltd.

On page 71 of the April issue, H Daulby mentions Hall & Co Dennis lorries. I have found some in my fleet list, as below:-

- Reg No VB 993, fleet no 3
- Reg No VB 1413, fleet no 58
- Reg No VB 3121, fleet no 72
- Reg No VB 4800, fleet no 95
- Reg No VB 6475, fleet no 116
- Reg No VB 6812, fleet no 119
- Reg No VB 9431, fleet no 156

On page 67 of the May issue, Mr Daulby mentions the Sentinels of W & J Glossop. This company had some ex-Ham River Grit Co Ltd Sentinel DG6 tippers, converted to DG4 tar-sprayers which, as stated, gave sterling service.

As Mr Daulby said, I am also looking forward to the article on the Hall & Co workshops at Salfords, near Redhill. I hope this is of interest.

Alan Biggs, Enfield

WEEDON SHOW ON AGAIN

I am organising a show at Weedon again this year after a two year lapse. The Open Days at the Royal Ordnance Depot, Bridge Street, Weedon Bec, Northamptonshire, will take place on Saturday and Sunday, 12th and 13th August, 2017.

Please could you give us a mention. For commercial vehicle entry forms, please contact me on 01327 340277 or e-mail: salaman1234@btinternet.com

Chris Salaman, Weedon Bec



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Road to the Fifties



Here's a picture which will save wear and tear on the pause button on many a video or dvd machine. It's still from the 'Road to the Fifties', that collection of BTC – British Transport Commission – films, showing British Road Services and Pickfords vehicles going about their business. Mavellous period stuff, designed to show how well Britain was doing, getting the transport system sorted out in the early post-war years.

Of course, the partial nationalisation of road transport did not solve all the problems – they probably never will be – but these films must have helped people think, during these difficult time, that it was worth winning the war. And they have certainly gladdened the hearts of many enthusiasts.

The picture shows the trunk vehicles being prepared at a London depot – the early post-war 43A code signified Islington – ready for their trek north or west. It's all very posed, but not really so very far from the truth. Was the building unfinished or was the lack of roof the result of bomb damage, yet to be repaired?

Anyway, we can see a total of four AEC Mammoth Majors, two of which are parcels box vans, NLL 650, fleet no 43A522, and fleet no 43A555, two Bristols, PXP 948, 43A609 and PXP 955, and a Scammell Rigid 8. Their drivers are dutifully checking the radiators and cleaning windscreens, while one chats

with the geezer in the cloth cap and smart suit and tie – not that he's the only one...

All in all, a lovely period scene, on which we can now look back through our rose-tinted specs and enjoy.

Mystery

The other picture here is something of a mystery. A much earlier scene, it appeared in Modern Transport magazine, but there are no details of date, location or, mostly interestingly, why. My best guess is that this is a transport park, probably in a London-area park, at a time of emergency, soon after World War I – possibly the General Strike of

1926. However, there's not a pneumatic tyre in sight, lots of lorries, one small car, various men, mostly 'hurrying up and waiting', along with some tents.

The petrol and steam lorries are lined up ready to go, with a few recognisable, like the AEC at the front, a Foden overtype and a couple of Sentinel DG waggons. At least a couple of the vehicles to the right have 'Milk' scrawled on them in large letters, so the lorries have been requisitioned to bring supplies into the city.

So I look forward to your ideas about what's going on and any details you might be able to supply...





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