

Leyland Torque

No.79 - SPRING 2018



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Leyland
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Managing Director, Leyland Trucks

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Operations Director, Leyland Trucks

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SALES & WEBSITE CO-ORDINATOR

David E. Berry, 2 Severn View,
Cinderford, Glos, GL14 2XE

SECRETARY and
MAGAZINES EDITOR

Mike A. Sutcliffe, MBE, FCA, 'Valley Forge'
213 Castle Hill Road, Totternhoe,
Dunstable, Beds. LU6 2DA

TREASURER
EVENT CO-ORDINATOR

Gary Dwyer, 8 St Mary's Close, West St.
Sompting, Lancing, W. Sussex, BN15 0AF

PUBLICITY OFFICER

John Howie, 37 Balcombe Gardens,
Horley, Surrey, RH6 9BY

MEMBERSHIP SECRETARY
(ormiston92@btinternet.com)

John Ormiston, Appletree Cottage,
Lower Chase Road, Swanmore,
Southampton, SO32 2PB

CHASSIS RECORDS,
TECHNICAL & SPARES

Don Hilton, 79 Waterdell, Leighton
Buzzard, Beds. LU7 3PL

WEBMASTER

Gerry Tormey, Contact via David Berry

SOCIAL MEDIA MANAGER

Richard Lukey, Marrick, Thorpe Bassett,
Malton, North Yorkshire, YO17 8LU



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

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Leyland Torque

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Valley Forge, 213 Castle Hill Road, Totternhoe, Dunstable, Beds LU6 2DA

Editor : Mike A. Sutcliffe, MBE

email: sutcliffes@leylandman.co.uk

EDITORIAL

As you will see from David Berry's comments on page 2 we have plans to improve the quality of our magazines even more and to give members more for their money, at the same time enabling the production of the magazines to be smoothed out and without the peak caused by the annual Journal production which is difficult to manage between issues of Torque. The larger in-depth articles usually found in the Journal will continue and will be dealt with in future A4 editions of Torque, starting in the Autumn.

Having now edited and produced nearly 100 magazines for the Leyland Society, ever since it started 20 years ago, I am happy to continue for some time to come but would like to then step back from doing all the editing and concentrate on writing more articles for Leyland Torque. If anyone reading this would like to get involved with the production of Torque, please do let me know as it is important to provide continuity with the magazine. It is a very rewarding job, particularly maintaining a very high quality of production and there is so much more to be told about this magnificent company.

In this issue we have extra-large content of Food For Thought and Odd Bodies. I started the production process thinking that I'd be short of material, but a query came for a photograph of a Super Comet for Iran (or Persia as it was then known). On discovering that the request had come from an ex-Leyland employee I asked for more information and this led to 13 pages on Persia / Iran in this issue, thanks to additional information coming from Leyland Society members and others – all mentioned at the end of the article. This then put pressure on space and, rather than split it into two parts, I've held over one or two smaller items until next time.



Editor

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TORQUE & JOURNAL

We have some exciting news about the future plans for Leyland Torque and the Society Journal. This has been brought about by a need to smooth out the production of our magazines to prevent a bottle-neck caused by attempting to prepare the Journal between issues of Torque which, in recent years, has delayed the publication of the Journal.

Mike has therefore come up with a solution which will smooth out his workload and members will benefit as will be seen below. We have decided to increase the size of each quarterly issue of Leyland Torque to A4 and this will enable us to incorporate all the major articles which would normally be in the Journal; there will then be no need for a fifth magazine. This will be an advantage to members in that the total amount of page space will increase and it will enable us to have some larger photographs with longer captions, a huge centre spread, as well as more content.

The standard size for previous issues of Leyland Torque has been 48 A5 pages, whereas the standard for the Journal is 48 A4 pages (though these have ranged from 36 pages to 64 pages depending on the availability of material and length of some of the bigger articles). A4 is double the volume of A5 and therefore Torque will in theory fit into 24 pages, add a quarter of the Journal (12 pages) = 36 pages. We will aim to produce the new Leyland Torque with a minimum of 40 pages and this could be increased depending on what material is available and the length of some of the larger articles.

This new system will start after the production of Journal No.20 and after we complete Volume 10 of Leyland Torque with the issue of No.80, the Summer 2018 issue. To ensure a smooth transition we could always do with more material so do please contact Mike with material in whatever format is convenient to you, photographs, scrap books, verbal reminiscences etc – these can all be translated into a publishable format. Ideally text should be in Word or by email but not everyone has a computer and their contributions are always welcome. If you have photographs that need scanning to a high resolution, Mike can do that and will return them to you by need of post.

We are always looking to both maintain and improve upon our high standards of publications and always welcome ideas from you as to how we could improve even further.

David Berry, Chairman

20th LEYLAND SOCIETY GATHERING, 2018 **Sunday 8th July**

As you will have read in the last issue of Leyland Society Torque, we will be holding our 2018 Gathering at the Crich Tramway Museum, near Matlock, Derbys, DE4 5DP. The site is a major national attraction for transport enthusiasts and has an extensive tramway network where visitors can ride on the trams through a period

setting, which includes buildings as well as cobbled streets. The site includes catering facilities for visitors which will be available on the day.

As in previous years, our event will be on the Sunday only and we assume that most vehicles will travel there on the day. However, for those travelling longer distances, the Tramway Museum has kindly agreed to allow exhibitors to park their vehicles overnight on Saturday and Sunday nights. Note that all vehicles are parked at the owner's risk and no security will be provided by the Society or the Tramway Museum. Please complete the relevant section on your entry form so we can inform the Museum of the number of vehicles expected to stay overnight. This also applies to vehicles arriving by transporter that might wish to arrive at the museum on the Saturday. Full details of parking for exhibitors and transporters will be sent with your entry pack nearer the event. We are currently negotiating for limited free entry, per vehicle entered, to the event and to the museum/tramway, valid for the day of our event. Society members will be entitled to discounted entry to the event and we will publish details of the arrangements nearer the time. Please also note that the routes to the venue for high vehicles are limited due to low railway bridges and the route to the venue recommended by the Tramway Museum will be provided for vehicle entrants with the entry pack.

We have already received a number of entries and we thank those members for returning their entry forms so promptly. An entry form is included with this issue but if you are not a vehicle owner but know someone who owns a Leyland Group vehicle, then please encourage them to attend by passing them the entry form. The entry form is also available to download from the Society website, www.leylandsociety.co.uk. Please return your form as soon as possible; it would be appreciated so we have an idea of the number of vehicles to expect. As 2018 is also the 50th Anniversary of the formation of British Leyland we have decided to widen the scope of the event and will accept entries from all commercial vehicle manufacturers that became part of the group as a result of the merger, eg AEC, Albion, BMC, Bristol, Daimler, Guy, Scammell. Please include up to date contact details, including an e-mail address, on your entry form so that we are able to contact you in the event of any last minute changes. We guarantee that e-mail addresses provided will only be used in relation to the Gathering and not for any other purpose.

LEYLAND SERVICE MANUALS

We now have the ability to scan Service Manuals and produce PDF copies for use by Leyland owners. If you want to use this facility we need to know what interest there is and which Leyland models you want to be covered. The cost will be relatively modest and would depend upon how many pages are to be scanned. Let us know what you want and we can come back to you with a proposed cost. Please contact Gary Dwyer at gary.dwyer@hotmail.co.uk or at his home address (see inside cover) if you are not on email.

WHAT LEYLAND'S DOING

(The title of a weekly publicity publication once produced by Leyland Motors Ltd)

Body Building

During 2017 Leyland Trucks celebrated a decade of body building here at the Leyland Assembly Plant (LAP). In that time we have produced more than 8,000 complete bodies for over 550 different customers, and since April 2007 these have been fitted to the LF and CF models. Leyland Trucks remains the only UK-



The Body Line

based manufacturer with full in-house body building capabilities, offering customers a one-stop-shop, with integrated production processes providing fully fitted truck bodies to its stringent quality standards.

The company first established a body building line in 2007, and is able to meet the demands of the body building market, using industry-leading quality and production processes. The Leyland line can complete a body within five hours, with all orders specified by customers working directly with the DAF dealer network. For those of you who know LAP from the 'old days', the body line is situated on what used to be the 'Heavyweight Finishing Slat' conveyor, that was decommissioned years before as we moved production of the entire range onto one production line. So in essence the whole body production process was installed into the existing factory onto a ready-made, but unused facility.

Bryan Sitko, managing director at Leyland Trucks said: "The purchase of a PACCAR body with a DAF LF or CF chassis is an attractive option to both the fleet and retail markets.

In addition to the quality benefits, the customer receives dramatically shorter leadtimes and delivery of a fully road-ready liveried truck which can be put into service immediately." This view is echoed by customers choosing complete body orders. Ryder, the UK's leading commercial vehicle



The New LF Aerobody

contract hire and rental provider, currently has over 2,300 bodied DAF trucks in service, all manufactured by Leyland Trucks. Nigel Carr, Head of Engineering at Ryder, said: “Our decision to purchase bodied DAF’s was based on two factors. Firstly, the reassurance that the body is fitted directly to its chassis on the same production line, and secondly we know the quality of the build produced at Leyland Trucks. For us it offers a one stop warranty approach that suits our business needs, they’ve performed extremely well, we couldn’t be happier.

“The wealth of new technology created by the Leyland Trucks design team adds to the appeal of the product for fleet managers. For example, an aero-body design which delivers up to 10% fuel economy benefits, a lightweight body with aluminium sub-frame and composite panels giving a weight reduction of 330kg, and integrating camera safety systems including 360 degree birds eye cameras which have been developed to suit city operations.”

MX Awards

Leyland Trucks won a prestigious national award at the 2017 The Manufacturer MX Awards. The Partnership with Education Award was presented to Leyland Trucks for its work supporting primary, secondary and further education programmes across Lancashire, along with its support of the continuous development of its workforce. A representative team from Leyland Trucks accepted the award at a ceremony at the Exhibition Centre in Liverpool on 16th November last, where judges commended the company’s extensive school-outreach programme designed to promote STEM subjects (Science Technology Engineering and Maths) with children from primary age through to University undergraduates. During 2017, Leyland Trucks hosted 41 visits from secondary schools/sixth form colleges, with a total of 1066 students visiting its site. The company has seen a 45% increase in the number of primary aged pupils attending sessions on site, up to 383, with a number of school visits linked to the Technical Knowledge element of Design and Technology at Key Stage 1.

The judges also praised Leyland Trucks for strengthening its links with higher education. The company continues to run partnership programmes with Preston College and has been instrumental in developing an industry partnership with the college. Ivan Shearer, HR Director at Leyland Trucks, said, “We are honoured to have been presented with this award. Supporting education is very important to Leyland Trucks, not only to provide continued development for our employees but to engage with those still in education and to help maintain the rich engineering heritage of our region.”



FROM DAF TRUCKS LTD

By Robin Easton

New CF and New XF voted ‘International Truck of the Year’

DAF Trucks’ New CF and New XF series have been voted ‘International Truck of the Year 2018’ by an independent jury of leading road-transport journalists from 23 European countries. The most prestigious award in the European truck industry was handed to DAF Trucks’ president, Preston Feight, by Gianenrico Griffini, chairman of the jury at the Solutrans exhibition in Lyon. The New CF and New XF feature completely new power trains with highly efficient transmissions and rear axles. Together with the new compact after-treatment systems, sophisticated software and aerodynamic optimizations, these innovations result in a fuel



efficiency gain and CO₂ reduction of an impressive 7%. For vocational configurations of the new trucks there are weight reductions of up to 300 kilograms to further enhance the customer’s operating efficiency.

New standard in overall performance

“The annual award is presented to a new truck or model range that has made the largest contribution to road transport efficiency, based on several important criteria including technological innovation, driver comfort, road safety, drivability, fuel economy, environmental ‘footprint’ and Total Cost of Ownership”, commented Gianenrico Griffini, chairman of the jury. “With the introduction of the New CF and New XF series, DAF has delivered a medium and heavy-duty truck range that sets a new standard in terms of driveline efficiency and overall performance”.

Great recognition

On behalf of the 10,000 DAF employees throughout Europe, DAF Trucks’ president, Preston Feight, received the prestigious ‘International Truck of the Year 2018’ award. “The honours belong to every member of the DAF organisation”, he added. “We all worked hard to make the best trucks on the market even better. The results are the New CF and New XF – representing Pure Excellence. It is fantastic that all these efforts are rewarded in such a great way. In addition, winning the ‘International Truck of the Year 2018’ award is a recognition for our suppliers and dealers, and most importantly, it is a fantastic tribute to all those customers who have chosen or will choose the DAF New CF or New XF. The jury commented that the trucks are leading the way in transport efficiency.”



PROGRESS AT THE BCVM

By Keith Moyes

The museum received approval from The National Heritage Lottery for the Stage 2 application made to them. Stage 2 gives us a grant of £1.8m which will allow the trust to bring the museum into this century without losing the heritage stories it has told over the past 30 years or so.

We will have a watertight building by replacing the original roof with an up to date insulated structure. There will be a purpose-built archive at the rear of the museum with climate control storage areas for sensitive films and negatives. This area will also have an improved work area for the volunteers as well as a visitor section for people to view the documents available.

Part of the approved plans includes a new café area and group meeting space with new audio visual equipment etc. There will also be a new temporary exhibition





space for customers who wish for a dedicated area for displays. This area will be available for hire for suitable exhibitions, ie museum or industry related events. There will also be a new reception area and expanded shop with a bigger selection on offer to customers.

For each display vehicle there will be an interactive kiosk and an improved display for educational purposes. The museum will benefit from new heating and lighting systems and this will allow the museum to be open year round. The front elevation will be updated from its present state and stand out for arriving visitors. By the time of opening we will be able to present a modern, warm facility that will enhance the visitor experience and allow our volunteers to operate in a pleasant atmosphere.

At present work has started on the roof and we are about to place the contract for the main works to begin in March 2018.

We anticipate that the museum may be open again to visitors in early October 2018 but this is provisional and we will update this information on both our

website and Facebook page throughout the spring and summer of this year. If you have any questions please contact the museum via email as the staff and volunteers will only be at the museum on a very limited schedule due to the contractors' safety regulations. (email address is: enquiries@britishcommercialvehiclemuseum.com)



This is what the BCVM building used to look like soon after it had been completed in 1937 as the new Running Shop, with trolley buses for LPTB, TD5s for Lytham and Accrington, War Office Terriers, a Steer, Lion demonstrator, Tigers and a Beaver for Iran

(BCVMT L019914)



May 1938, nearly a year later, looking towards the museum canteen and cinema, a special Beaver for ICI, more WO Terriers, even the single-deck trolley bus demonstrator is still there – but what is to the right of that in bay 7?

(BCVMT L021858)

TWO ICI LEYLANDS



The same ICI Leyland Beaver TSC8 tanker as seen on the previous page in the Running Shop. Note the streamlined cab, possibly built specially for ICI. It is not unlike the streamlining of the ICI six-wheeled Cub fire engine / foam sprayer, shown in a scrapyard on the opposite page (BCVMT L021835)



Still on the subject of ICI, they only had two Leyland fire engines. The other is thought to be this ex-Leyland demonstrator, the first FK4, chassis 2281, new in August 1934 and photographed on 6th February 1935. It was later registered ATF 371 and sold to ICI in March 1936 (BCVMT L015389)

FOOD FOR THOUGHT

Compiled by John Howie
All correspondence to Mike Sutcliffe

282. ICI Fire Engine

Simon Ryan has given us some more information on the 'Out of Standard Special' six-wheeler fire engine shown in Torque nos.75 & 76. ICI (Explosives) Ltd's six-wheeler SKZDXI was a pump escape which also carried foam. Delivered in September 1939 at a time when the Ardeer site near Stevenston, Ayrshire was being greatly expanded, it served until 1964 when it was sold to a scrap dealer. Leyland produced just nine six-wheeled fire appliances for the home market, five on Terrier chassis (1 for Dundee and 4 for Durham & Northumberland Collieries) the other four being modified Cubs. In addition to the ICI one, the others went to Abingdon and Staines, both KDSX1s, and Liverpool a KZDX1.

With its Ayrshire registration number, **AAG 171**, chassis no.100231, was the only pre-war Leyland fire engine bought new by the ICI Group who preferred Merryweather and Dennis appliances. Post-war, a Clydesdale served as a foam tanker at the giant Billingham site on Teesside while an ex-Lancashire F&RS Leyland DAF 60-210 Rescue Pump, bodied by Fulton & Wylie, went to the Hillhouse site near Cleveleys, Lancs. The SKZDXI is seen here in a scrapyard near Edinburgh in the mid 1960s, a sad end for a unique appliance.



(Ron Henderson)

287. Hants & Dorset / King Alfred PD2s

Bruce MacPhee advises that the late David Bailey researched the subject of 'stock-built' PD2s at the BCVM Archive and discovered that, during the period 1948-1951, Leyland built 148 complete double-deckers for stock, in addition to those for specific orders. The vehicles produced were all PD2/1, initially to a rigid specification, viz: GB74 'crash' gearbox (similar to the PD1); 5.4:1 axle ratio; 'Hybride' construction; half-drop windows; interior trim as available; exterior in primer. Hants & Dorset's six and Chisnell's one were among this number, and Chisnell later took two more; Crosville, also normally associated with lowbridge vehicles, took seventeen. Some later stock-builds with chassis 49xxxx and 50xxxx had lowbridge bodies, West Riding taking the majority and most of the others went to smaller independents, including two to Seaview Services and one to Fishwick. All 51xxxx (and possibly a few earlier) stock-builds had GB63 synchromesh gearboxes. Only two were exported (for the Government of Pakistan) and these had half-drop

windows in four of the five bays on both decks and also top deck front windows. He has no information as to where the “Southampton seven” were originally destined for, but would agree with the writer that, if overseas, it is strange that they had the standard home-market window arrangement, fewer opening than on the PD1s for London Transport!

293. PD2 prototype CVA 430 (lighting)

Alan Pritchard has provided the attached photograph which shows this lighting.



(BCVMT L033902)

It was in the ceiling (as opposed to cove panels), a similar location to that provided in contemporary Alexander bodies delivered to Warrington Corporation. It is not known if this was fitted from new or for how long it remained in the vehicle. The only reference is in the General Manager’s report for December 1947; “the demonstration PD2 bus fitted with American type lamps in lower saloon is receiving favourable reactions. Currently on loan to Ribble, the bus was damaged in an accident and is under repair.”

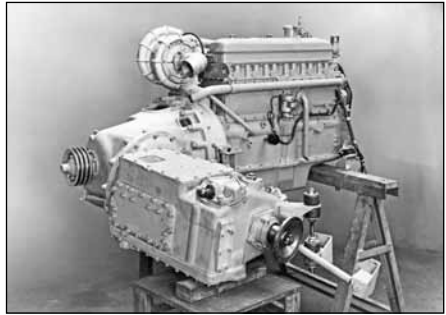
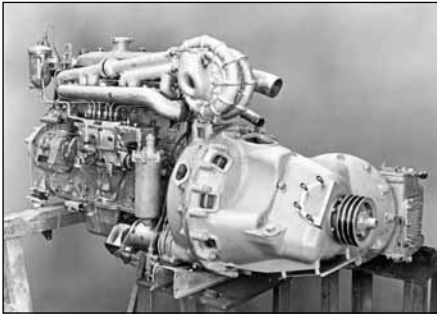
294. LFDD MARKS I AND II

The files created by Dr Mueller on the two Low Floor Double Deckers unfortunately made no mention of the type of gearbox fitted to XTC 684, whereas STF 90’s Preselector Wilson Gearbox, Type D.150 was described in detail, including all the gear ratios. However, we have the Schedule Sheets for both the ‘Low Trailer Mk I and Mark II’ and these show STF 90 as being fitted with a G.B.82/2 gearbox and XTC 684 with a G.B.94/2

Trying to find the answer, Mike Sutcliffe remembered rescuing some papers from a file which had been put in a rubbish skip. This happened when someone, who didn’t really know what he was doing, was clearing out files and paperwork from the ‘Chicken Farm’, an outstation for storage of historic material which had come from the Leyland factories. Much of the material was unsympathetically destroyed, without having the informed knowledge of what was worth keeping! The rescued papers give lists of the major unit numbers for chassis components from WW2 right up to the longer PSU3 Leopards and the Heavy Goods Tilt Cabs and are an excellent record of all the major components used in all chassis produced in that period. The ‘Unit – Gearbox’ schedules list the following, exactly as shown below:

GB.82 LOPSU.1 Wilson Gearbox *(note all these irregular dots, see article on page 20! - Ed.)*”

G.B.92 4-speed constant mesh GB. Synchro-mesh 3rd & 4th O.600 Royal Tiger (Replaces GB.77 & 76)



Two views of the engine and gearbox in STF 90, though no photos of the gearbox in XTC 784 have yet been discovered (Mike Sutcliffe collection)

The GB.77 and 76 were respectively - 'Transit Coach Manual Operation' and 'Transit Coach with Air Pressure Servo on C.S.'

This means that **STF 90** had the same gearbox (with a mark 2 variation) as a left hand drive export Royal Tiger with preselector gearbox – which customer had these?

The gearbox on **XTC 684** seems rather old fashioned with 'crash gears' on first and second and the 'Transit Coach' referred to was the Olympic. That sounds very 'American' – but the concept of the under-floor engined single decker was regularly described as such by Leyland going back to the immediate pre-WW2 days with the TF for London Transport and the Panda. **XTC 684** still survives today (in St Helens Bus Museum?) – can anyone from St Helens add any information please? **Ron Thomas** advises that the correct title / spelling of the coachbuilder is Metropolitan-Cammell Carriage & Wagon Co Ltd (one 'g').

295. BRS 6-Wheeler- What is it?

Maurice Doggett thinks this is based on a Leyland Terrier chassis.

296. Leyland fire engine?

Mike Sutcliffe has found a series of photographs relating to this picture and will prepare an accompanying narrative for the next FFT.

297. Lynx Lorry DRM 687

Symon Ryan asks for any information relating to this Lynx lorry (registered in Cumberland) apparently in use as a towing vehicle with Perth and Kinross Fire Brigade.

298. East German Leylands

Guy Halford-MacLeod from Philadelphia, USA says - Recently I was enjoying an excellent two-part series in *Model Collector* about lorries with LAD



(S Ryan collection)

cabs and read something that made me sit up. The writer referred to sleeper-cab Leylands which had been sold in East Germany, although he did not have any further information. Now I recall, as a teenager when I was living in Germany in the early '60s, seeing a Leyland traction unit which definitely had East German numberplates. I sort of knew about the subtleties of numberplates, and still do, a bit; enough to know when they are wrong on models! To be honest, you would not have expected to see any Leyland unit with West German plates! Bedfords maybe, and Commers too, but no Leylands. The next time I saw LAD-cabbed Leylands was in Iceland, after my father had been posted there. Can you shed any further light on East German Leylands?

299. New Zealand Car Transporters

Please tell us more about these two Leyland Leopard car transporters in NZ.

300. Canadian Coach

Can anyone tell us about this Canadian coach which reportedly had a Leyland engine?

301. Leyland Utility

In late September 1941 the Leyland photographer took this picture of a prototype metal framed Leyland utility body, at about the same time that Park Royal built a prototype utility body on

Leyland TD7, STD 101, for London Transport. Leyland Motors was then diverted from bus production to producing tanks and military vehicles, the double-decker bus chassis being built by Guy and then Daimler. So, what happened to this prototype Leyland body? Was it dismantled or was it completed and put onto a chassis? If so, who completed the job and which vehicle?

On the front bulhead is chalked SMT. It appears to be a highbridge body and the letters 'HYB' are chalked on an upper deck interior lining panel so, was there a lowbridge equivalent? If so, first thoughts may go to the first NCME utility (metal framed) going to Lancashire United, **FTB 46**. Western SMT had a batch of 'unfrozen' Titan TD7s with a real mixture of highbridge bodies. One of them, **ACS 859** is recorded



as East Lincs high-bridge ‘to NCME design’ – is this really feasible?! Could it be the Leyland frame? Who has photographs of these please, ideally with Western SMT, or any other highbridge buses that could be this experimental body?

302. Leyland Titan PD1/1

John Shearman and others have an Alexander bodied ex-Eastern National PD1/1 converted to open topper. It started life with City, Brentwood, LD1. How did the PD1/1 differ from a standard PD1? Was it to do with rear stabilisers? It was one of only four PD1/1s, all with City, and here is sister LD2 in service with City.



The Leyland utility body takes shape (BCVMT L025555)



(OS – Derek Giles)

WHAT MIGHT HAVE BEEN - 5

The Final Chapter



Signed by Giovanni Michelotti in 1961, this light truck bears a striking resemblance to the Leyland 90 and might have been an early concept or styling sketch. It is interesting to see that the drawing is of a left hand drive vehicle.



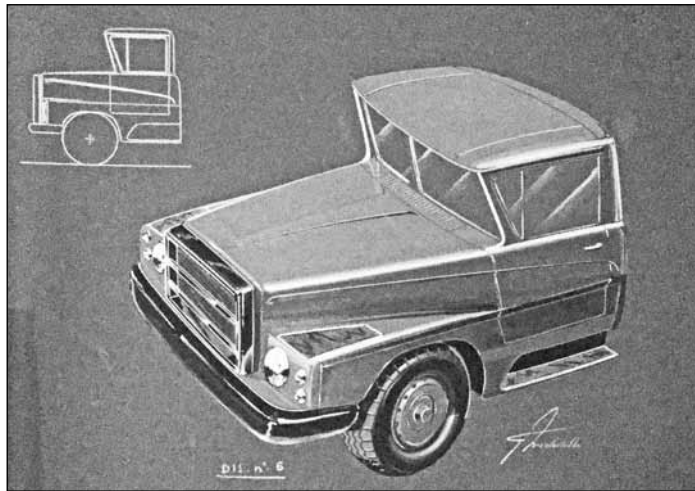
This drawing for a bonneted Leyland Comet truck looks to be based on the LAD cab shell and could have been a proposal for the 1950s Comet 90. This drawing is one of a series that Bill rescued, the others will be available to view on the Society website.

This is the final in the series of articles we have produced to share the artwork that Bill Pitcher presented to members as part of his presentation at the 2016 AGM in Coventry. Bill has worked at Leyland for many years and brought to the meeting some interesting pictures of designs that he rescued from a skip at Spurrier Works. As Leyland enthusiasts, we owe Bill a vote of thanks for saving

the artwork as he was in the right place at the right time. If it were not for his timely intervention this valuable record would have been lost forever.

In this issue we feature illustrations of a wide range of proposals for future products. As well as some early designs there are also some later drawings from the Leyland DAF era, indicating that there were proposals to update the T45 range to integrate it with the DAF range after the merger. As the later images are not credited to anyone, it is not clear who produced them but it is likely they were drawn by the styling group at Leyland. With the benefit of hindsight and knowing the Leyland-derived 60, 70 and 80 Series models were replaced by the DAF designed 65, 75 and 85 Series models, one has also to speculate on the purpose of these designs. Was this a last-ditch attempt to retain some Leyland influence in future engineering projects or they could have been produced to illustrate how the Leyland models could be

Another Michelotti sketch but this one is a heavier weight bonneted truck than the one featured earlier. It is noticeable for the forward sloping windscreen which was a feature in one of the proposals for the Ergomatic cab that we featured in Torque No.75.



This styling sketch was produced by GKN Sankey and could have been an early proposal for the Leyland Marathon. The semi enclosed steps integrated into the wings are interesting and the lower grille looks more in keeping with the main cab than the final production design



This interior design was produced by Ogle so must have been part of the original proposals for the C40 cab. The red seat coverings look typical of the 1980s and one can only speculate on the reaction of drivers of the time to having bright red seat material!

restyled to align with the DAF range of vehicles? It is also interesting to see all of the drawings show vehicles badged as DAF and not Leyland DAF so maybe the change of name was already known or expected at that time?

As we all now know, none of the ideas featured here progressed beyond the artist's sketch pad but they are a good example of the amount of work that goes on behind the scenes to evaluate ideas for every new vehicle range, the majority of which never progress any further. The original drawings were in colour but they have been converted to monochrome in order to reproduce them in our publication at a reasonable cost. You will be able to view them on the Society website so the full



This is one of a series of sketches for a lightweight model. Judging by the front panel and windscreen, it could be based on the cab shell used for the 45 and 55 Series DAF models. The day cab in this drawing has the model designation 2500 on the door.



The same base design with an overlay to illustrate a high roof version of the cab although the increase in headroom would appear to be minimal. Notice how the high level air intake has been shaped to continue the neat appearance of the cab side panel.



A further overlay to show the sleeper version of the same cab, on which the higher roof makes a more attractive concept. A large window is included in the side panel for good visibility and the black trim also extends rearwards from the door onto this panel.



The multiple overlays have not lined up very well for this combination but illustrate the high roof sleeper cab concept. The overall roof line is much higher than the previous design and would match up well with a conventional box trailer.

colour experience and skill of the designers can be appreciated. Please note that the original artwork was produced in A0 format and as the Society do not have the ability to scan this size of image, Bill kindly photographed the originals for us. We hope you enjoy looking at this final snippet of previously unknown Leyland history!



This design is badged as a 2800 and is clearly an updated low datum C40 cab with a revised front panel arrangement. Wind deflectors have been incorporated into the front corner panels and the doors extended downwards with black panels which carry the model number.



A similar concept design applied to the high datum C40 cab, utilising the same front panel and door modifications but adding a higher roof line. It also carries 2800 badges below the doors and is the only right hand drive vehicle in this series.

'Dotty' Model Types from Paul Lacey & Mike Sutcliffe

I note that recently you were using T.D.1. in respect of that 'Titan' type, apparently having seen it listed in that fashion. But looking through some old Thames Valley papers today that I was sorting for TV&GWOT, I see that such use of full-stops by typists of that era was very widespread, and not necessarily part of the proper designation. See the attached list, with B.9.A. Tillings, all Leylands including the Tankers and even Staff Cars are littered with such pointless punctuation!

Yes, you're absolutely right Paul, it is an oddity and I thought I'd leave Michael Plunkett's designations, with dots, as he wrote them. This is because Leyland Motors frequently described them as T.D.1, or TD.1 The post WW2 period became even more 'dotty' with things like PD.2/1, PS.2/3 and PSUC.1/1, goods vehicles even more so, 22.O1 for Octopus, I have also seen 22.O.1. and Export Comet ECO2.2R – these are just examples. Later PD2s include PD2.20, so a dot instead of a stroke - Leyland rarely used strokes, mainly dots, however, the PSV Circle uses strokes all the time.



Carter Paterson had some very late examples of the X2 Straight with 35hp engine, out-dated by 1912. The X2 axle can be seen clearly here in this wartime view (Mike Sutcliffe collection)

Leyland Motors were just as inconsistent as others, possibly more so. Going back to the early days of vehicle registration plates it was quite common to see a dash or a dot between the letters and numbers, sometimes a dot between each letter of a two-letter registration. This photograph of L.E-9584 shows a combination of both a dot and a dash, probably due to over enthusiasm

on the part of the signwriter! This was a Leyland X2 Straight, once owned by Carter Peterson (like the one in the BCVM) but it had been requisitioned by the War Office, later to be returned to Carter Peterson who then operated the X2 Straights until about 1930!

The summarised fleet list of Thames Valley is reproduced here because, as well as the numerous superfluous dots, it well demonstrates the transition of the Thames Valley fleet from Tilling Stevens to Leylands, well, at least up to the following year, 1939. Readers who know the TV fleet will recognise the remaining second hand vehicles.

NUMBER OF BUSES IN SERVICE

			<u>1938</u>
<u>TYPES</u>	<u>AND</u>	<u>CAPACITIES.</u>	
Gilford Single Deck		26 Seater	8
Tilling Stevens B.G.A.		32 Seater. Single Deck	8
Tilling Stevens B.G.A.		32 Seater. Single Deck	13
Tilling Stevens B.G.A.		30 Seater. Single Deck (F.E)	2
Karrier (Coaster)		24 Seater. Single Deck	2
Thornycroft		19 Seater. Single Deck	1
Thornycroft		20 Seater. Single Deck	1
Thornycroft		26 Seater. Single Deck	1
Star "Flyer"		26 Seater. Single Deck	2
A.E.C. Single Deck		29-32 Seater.	3
Leyland "Cub"		24 Seater Single Deck (K.P.Z.2)	2
Reo "Golden Crown"		20 Seater Single Deck	1
Albion "Victor" "Valkyrie"		26-31 Seaters	3
Leyland Tiger T.S.3.		26 Seater. Single Deck	3
Leyland Lion L.T.1.		29 Seater. Single Deck	10
Leyland Lion L.T.2.		29 Seater. Single Deck	5
Leyland Tiger T.S.4.		32 Seater. Single Deck	5
Leyland Tiger T.S.7. & T.S.8.		32 seater Single Deck (GI)	64
Leyland Titan T.D.1.		48 Seater. Double Deck (Petrol)	12
Leyland Titan T.D.4 & 5.		48 Seater. Double Deck (Oil)	8
Leyland Titan T.D.1.		51 Seater. Double Deck (Petrol & Oil)	34
Leyland Titan T.D.5.		52 Seater. Double Deck (Oil)	5
TOTAL			<u>193</u>

NUMBER OF OTHER VEHICLES AND TYPES

Leyland Tiger T.S.3.		28 Seater Coach	1
Leyland Tiger T.S.4.		28 Seater Coaches	11
Leyland Tiger T.S.7.		32 Seater Coaches	3
Leyland Beaver T.S.C.8		1500 gallon Petrol Lorries	4
Daimler 20 H.P. Saloon			1
Austin 10 H.P. Saloon			3
Austin 7 H.P. Saloon			3
Morris 14 H.P. Saloon			1
Morris 1 Ton Lorries			3
TOTAL			<u>30</u>

A CENTURY NOT OUT FOR THE PROCTORS

By Allen Procter

Step back in time to 22nd July, 1927 and William Procter was carrying on his normal day-to-day work as an indoor labourer at Leyland Motors factory in Leyland town centre when, tragically, he suffered a fatal accident. The exact cause of death stated on his death certificate was ‘accidental depressed fracture of the skull, sustained by being struck by the wheel of a heavy motor vehicle which flew off whilst being inflated on the premises of Leyland Motors Ltd, where the deceased was following his employment on the date of death’

As one can imagine, I was somewhat surprised to come across this death certificate when I was tracing my family tree. It made me realise that members of the Procter family have been employed at Leyland/DAF/PACCAR for more than 100 years. **William Procter** – As far as records show, he started working at Leyland circa 1911 as a labourer and remained there until his fatal accident in South Works in 1927, aged 31. When he died William left a wife and a son aged just 10.

The July 1927 General Manager’s Report refers to the accident and says –



Great Granddad, William Procter

‘**Fatal Accident**, occurred to an employee engaged in the mounting of giant pneumatic tyres. The Dunlop Rubber Co, the makers of both the wheels and tyres, have investigated the cause of this accident thoroughly and have come to the conclusion that the retaining ring was not properly in position when the air pressure was turned onto the tyre. A safety cage has been made and installed into which all wheels will be placed before air pressure is put into them.’

William Procter – In 1931, aged 15, the son of the above, also called William Procter (known as Bill), joined Leyland Motors as an apprentice toolmaker and remained employed by Leyland through to retirement. During his last ten or so years he was a senior foreman in the Tool Room of North Works (for those people who remember the North Works).

During World War 2, Bill was kept back as his job was a reserved occupation. Leyland, at the time, was busy building vehicles and tanks in support of the war effort. It was during this time that he met, at work, Mary Thompson who had also been conscripted to work at Leyland as a machinist. The romance blossomed and they married and in 1943 they had a son called Allen.

Allen Procter – At the age of 16 their son Allen Procter decided to follow in his father footsteps and join Leyland Motors as an apprentice millwright. Allen stayed at Leyland for most of his working life spending time on maintenance duties in the Foundry, Comet Shop, Heat Treatment and Number 8 Shop, Spurrier Works.

Allen Procter – Allen above had a son, also called Allen (it must run in the family, the same name game) and in 1978, when Allen reached the age of 17, he also took the decision to join Leyland, again as an apprentice. I am still here, working as Purchasing Manager of Leyland Trucks.



Granddad, Bill Procter (left) stands next to an Export Leyland Comet, around 1950

I worked in Indonesia as an Assembly Engineer and during an 18-month period we built 180 Leyland Atlanteans which went into service with Jakarta Bus Company. I was responsible for the training of the local people and reporting progress back to Leyland. The Atlanteans were all sent over CKD and we built them starting from an empty factory using local labour from the village. Some of the guys hadn't seen a double decker bus prior to this, and some even turned up the first day without shoes. The packing cases re-roofed a few of the houses in the village after we had emptied them. The Leyland dealer at the time in Jakarta I think was called PT Java Motors. Duple Metsec provided the bodies. But the story doesn't end there . . .

Jonathan Procter – In 2009 my own son Jonathan Procter successfully gained a place on the Leyland Trucks Sponsored Student Programme and, after completing his degree, he now works in the Logistics Department.

I thought I would share this story as I wonder if anyone else has a similar tale of five generations and more than 100 years of family connection with Leyland. Surely I can't be the only one.



I'm the young man driving the first chassis off the line in Jakarta

(All photos from A Procter)



A Ruston steam shovel in its heyday, snorts fiercely as it loads one of Thomas Croft's two Leyland Bulls, CK 4390, a TSQ2 tipper (chassis 66510) in Preston in March 1931.

(BCVMT L009063)

ODD BODIES !

Compiled by Gordon Brooke
All correspondence to Mike Sutcliffe

Thanks to John Bennett, Colin Brazier, Colin Bull, Maurice Doggett, Mike Fenton, Peter Greaves, Tony Hall, Geoff Lumb, Ron Maybray, Mike Sutcliffe and Ron Thomas.

Road Safety Exhibition, Leyland Cheetah, HXT 340 (Torque Nos.75-7)

Ron Thomas has found an advertisement in Commercial Motor, 16 Feb 1945, which reads 'new petrol Leyland Cheetah, chassis 1940 type, not yet registered. Morris, Elland Road, Peckham' and he wonders if this has anything to do with **HXT 340**.

Ex-Hanson, Leyland Lion LT1, VH 2851 (Torque Nos.76 &77)

Geoff Lumb tells us that this was given to the ARP in 1940 after the curtailment of some Hanson services. It was last registered by a showman, M Waddington, in March 1963 and scrapped in 1966.

Leyland Lion LT4 Lorry, ZI 8739 (Torque Nos.76-8)

Additional information supplied by Geoff Lumb is that the chassis cost £958.15.0, the body £500, and that the order was subject to Leyland taking 20 vehicles in part exchange: Leyland paid £78 each for twelve Albions and £53 each for seven AECs.

Alexander (Greyhound), Leyland PD2, NDT 997 (Torque Nos.77 & 78)

Two complementary comments for this one: Colin Bull points out that the last Barnaby body was a single deck body on a Commer Avenger built c1957; Tony Hall says that double deck bodies were also built, at least, for R Store (Reliance), Stainforth, H Wilson (Premier), Stainforth and three for Everingham Brothers, Pocklington in the period 1949-52. **NDT 997** was the only Leyland.

Odd Bodies Extra (Torque Nos.76-8)

There were several replies to the question of where Godfrey Abbott was based. This was Timperley, Cheshire (near Altringham) which later became part of Greater Manchester. The coaching business of Godfrey Abbott Group passed to Greater Manchester PTE in 1977.

Paton, Renfrew, Leyland Tiger TS1 (Torque No.78)

Here we have a problem in that two people have looked at PSV Circle publication SRW1 'A Fleet History of Pre-war Independents in Renfrewshire' and come to quite different conclusions. In that history are three early Tigers, **TS1 MS 8826** and two **TS2s**, **CW 7834** and **DF 8300**. **MS** had a new Alexander C32F body fitted in 12/35; its final disposal was unknown. **CW** had its original Leyland body when acquired in 1937; it went to a showman in 1948, being last licensed in 1955

(quite a long life). DF possibly also had its Leyland body on acquisition in 1939, but was sold to Green, Brierly Hill, then it went to another operator by 7/45, where it was rebodied by Fildes C32F, lasting until 1955. Tony Hall says there is a note that a Paton Tiger TS1 or TS2 was fitted with a new Strachans CxxF body in the late 1930s (no doubt the one in our photo), whilst Colin Brazier finds there that Paton Bros only ever had one TS1, which was **MS 8826**, seen here, chassis no. 60260, acquired from W Alexander & Sons, Falkirk via a dealer in 1937.



Mike Sutcliffe points out that with the long wheelbase and long rear overhang the Paton Tiger appears to be a TS1 although it is possible that it was a

Here is MS 8826, supposedly in the 1940s, so surely not this one!

(Mike Sutcliffe collection)

TS2 with a chassis extension fitted when it was rebodied. There were a number of ex-Black & White TS2s rebodied by Strachans c1938/39, possibly by a dealer (a very ugly one was shown on page 28 of Torque No.43), another was **DF 8015**, the operator being Emerald Coaches, fleet no.15, possibly King, London N1 (see photo). This appears to be identical to the vehicle seen in Torque No.78, so it might be at least confirm the bodybuilder.



An ex-Black & White TS2 rebodied by Strachans

(Mike Fenton collection)

DF 8300 would apparently be the most likely candidate for the Paton Tiger, except that Ron Thomas was told by Mr. Green (of Brierley Hill) that it had a bus body in his ownership! Also, why would it then have been rebodied by Fildes? Perhaps our mystery photo was of **CW 7834** after all!

Banfields Coaches, Leyland Tiger PS1/1, MRF 347 (Torque No.78)

This was new to Milton Bus Company, Milton, Staffs, as fleet no.25 in 1/47. Its chassis no. was 462397 and it had a Santus C33F body. It was withdrawn in 2/48 and then passed to Cream Cars Ltd, Torquay in 5/48. It moved on to Banfield's Coaches (Charles W Banfield Ltd), London E17, in 7/57 where it was last licensed 31/10/63.

Clearly the body seen in Torque No.78 is not by Santus and Tony Hall and Ron Maybury have a plausible explanation for this, as follows. Wallace Arnold Leyland Tiger TS7, **BUA 45**, was rebodied in 1945/6 by Wilks and Meade and again rebuilt by them in 1/48. It left Wallace Arnold in 10/50 and passed to Banfield in 10/55, via a couple of London area operators, where it was scrapped in 9/59. It seems likely/possible that its body was used to rebody **MRF 347**.

Wilks and Meade was a coachbuilder based in Leeds and acquired in 1942 by the Barr and Wallace Arnold Trust. After the war, Wilks and Meade built bodies to the design of Duple, who at the time were Wallace Arnold's favoured supplier. Incidentally, I have known the name Wilks and Meade for many years without knowing much about them. I and my only friend at school with any interest in buses believed that the solitary Yorkshire Woollen District Guy Arab 5LW, no.481, had a body by them, whereas it was really by Duple and, I guess, was rebuilt by Wilks and Meade at some time.

Mike Sutcliffe is sceptical about the above explanation and thinks that it is a post-war Duple 'A' body removed from another chassis which had a wheelbase shorter by about 4in than the PS1 – see the gap between the front mudguard and the body. The bonnet also has been extended at the back. Possibly from a chassis with a 17ft 2in wheelbase – any ideas?

Sheenway, Leyland Tiger TS2 (Torque No.78)

Unfortunately we don't seem to have got very far with this one. Mike Fenton tells us that Sheenway was the fleet name used by Bloomfield, London SW14, and they had quite a collection of rehashed/re-registered vehicles.

The only suggested identification, from Colin Bull, is that it was **KR 1168**, TS2 60788, which had a Beadle C26D body, new to Redcar Services, Tunbridge Wells in 1930. The trouble is that I can see no sign of a second doorway. It went via Maidstone & District and London Transport to Taylor's Reliance Coaches, Meppershall (Taylor moved there in 1939, so after that). Taylor had another branch at East Sheen where the fleetname was Sheenway. Quite how this can be reconciled with 'Bloomfield, London' is a problem. Other suggested registrations are one of **JPD 64**, **GPH 816**, **HPL79**, **JPE 920**, **GO 4163**, **GP 304**, **GPL722** and **JPL 162**.



WG 1110 when in service with W Alexander & Sons

(Allan T Condie collection)

Ecurie Ecosse, Leyland Tiger TS4, WG 1110 (Torque No.78)

WG 1110 was new to General Motor Carrying Co. Ltd, Kircaldy in 6/32; a Tiger TS4 1371 with an Alexander C32F body. It passed to W Alexander & Sons in 5/37, fleet no. P121 and went to the War Dept in 7/40 returning to Alexander 2/43. It was withdrawn in 1953 and then became a transporter for Ecurie Ecosse. Whether

or not the body seen in Torque No. 78 is the original Alexander coach one does not seem to be known. Looking at this photograph of it in service with Alexander, that is clearly the body it had when used as a transporter, but it doesn't look like a coach to me. Here is a nearside view of it at a race meeting.



WG 1110 with some sporty-looking Jaguars

(Alan Barnes collection)

NEW ITEMS

Bengry (Primrose), Leominster, Leyland Lions WU 8270 & CVJ 846

Bengry acquired two LSC3 Long Lions during WW2 from the War Department, **CVJ 481/846**, followed by an LSC1 Lion, **WU 8270**, in 1946. JF Higham photographed two of these with Bengry before they were withdrawn in 1949 and kindly lent the negatives to your editor in the mid 1960s for printing and the vehicles have always remained a mystery.

WU 8270 - This had been made to look like an AEC with an AEC-shaped wire mesh placed in front of the radiator. You can just about make out the letters UST, where AEC usually is, and this suggests that the chassis or at least the radiator came from United Service Transport who had a large fleet of LSC1 Lions. BUT, when Tony Holdsworth recently looked up what we know about this, he found that it had chassis no.45055, and was quoted as an LC1 Lioness (!) with C24- body in PB10/69 when new to F Oade, Heckmondwike (WR) 8/26. The subsequent owners as listed in PB10/69 read as follows:- F & H Croft, Yeadon (WR) 5/32; J Bird, Langley by 1/35 as goods (no idea which Langley; there are quite a few); J Cox, Tipton 12/41; EH Cox, Dudley date unknown; FH Willetts, Lydney (GL) 7/43 (presumably as a bus again?); AE Bengry, Kingsland (HR) 1/46 as B32- (as in the photo opposite); T Burton, Hill Farm, Sidbury, Hereford 12/49 until 11/52 (no mention of its use).

Looking at the West Riding motor tax records, they tell us a bit more. J Cox was at Hainge Collieries, Tipton, Staffs, but EH Cox (some relation?) was at 21 Dale Terrace, Oakham, Dudley. Then there is a separate (but not necessarily different) entry 'owner and date unknown' but as '32 seat', then as per PB10. PGL1/113 quotes it as an LSC1 Lion with ECOC B32R body acquired by FR Willetts of Pillowell (GL) 7/43; then to Bengry by 2/46.

CVJ 846 - Bengry also acquired two other LSC3 Lions from Southern National OC and Western National OC which were re-registered as **CVJ 481** (chassis 45895, formerly SNOC, **VW 202**) and **CVJ 846** (chassis 47326, formerly, WNOC **VW 5923**) – see second photo. These had both been rebodied by Mumford B32R in 1936. The SNOC vehicle was supposedly scrapped following an accident in 1944, for which we can presumably read 'insurance write-off', then resurrected under the new identity **CVJ 481**. It doesn't appear in PH18 unfortunately. These two don't really have much bearing on the original vehicle, except that the body carried by **WU 8270** strongly resembles that on **CVJ 846**, but it has detail differences. I'm guessing, but this is possibly another LSC3 Lion from the same source. Leyland sales records confirm that chassis 45055 (**WU 8270**) was an **LC1 Lioness** (*A Lioness couldn't have been rebuilt into a Lion – Ed.*) It seems that this was converted into a lorry c1/35, then the registration was put on to an ex-SNOC/WNOC LSC3 either when it was with EH Cox, Dudley or when it was acquired by Willetts (or perhaps immediately preceding its acquisition). The body, judging by the general appearance and in particular the destination glasses, looks to be very SNOC/WNOC, therefore 'ECOC' must be wrong, because they didn't rebody any Lions for either SNOC or WNOC.

Readers – We would appreciate your thoughts please?

WU 8270



(JF Higham)

CVJ 846



(JF Higham)

Crosville MS, Leyland Titan TD1, DB 9398

This Titan had a Leyland body when new, but where did this body come from and who built it?



(Omnibus Society)

Unregistered Willowbrook Demonstrator on Royal Tiger chassis

Can anyone please identify this Royal Tiger? Note the curved mouldings beneath the windows and position of the headlamps, also bus seats. It looks remarkably similar to the Brush-bodied Royal Tigers of Yorkshire WD, Yorkshire Traction etc.



(JHF Atkins – Simon Butler)

W A Noakes, Leyland Titan, TF 7818

That is a Midland Red bus behind which gives an indication of where the photograph was taken. Judging by the state of the destination display Noakes were not the first owner, so where did it originate?



(OS- Roy Marshall collection)



LEYLANDS IN PERSIA

Following these two pages is an article on Leylands produced from CKD kits in new factories in Persia, later Iran, based on visits made to those plants and with information gleaned from other sources. Shortly before the plants were built, an agent for Leyland Motors, HN Dakheli of Tehran, in 1963 purchased a fleet of 52 of the rare Leyland LPRS1/1 Lions, an additional one going to Ticaret, a dealer in Lanesi, Turkey. The story of these is told in detail in the Leyland Society Journal No.11, 2009, and one of those Lions, thankfully photographed by John Shearman, is depicted above.

Leylands were not strangers to Persia as a fleet of 30 RAF Types had been delivered in 1925 and the harrowing story of their delivery was told in Torque No.72. This led to many more heavy Leyland lorries being sold, probably the most rugged that the company had built, and these went to the Anglo-Persian Oil Company (APOC). This was a British company, founded in 1908 following the discovery of a large oil field in Masjed Soleiman, Persia. It was established as a subsidiary of Burmah Oil Company to exploit oil discoveries in Persia and was the first company to extract petroleum from Persia. In 1935 APOC was renamed the Anglo-Iranian Oil Company (AIOC) and in 1954 it was renamed again to the British Petroleum Company (BP), one of the antecedents of the modern BP public limited company, though its assets in Iran were nationalised and taken over by the National Iranian Oil Company. On the opposite page are photographs of two of the Leyland Rhino TR1 lorries supplied to APOC / AIOC.



Standing outside the Body Shop at South Works on 21st November 1934 is a Leyland Rhino TR1 with articulated trailer. The Leyland-built houses in Sandy Lane can be seen behind the LMSAC football ground (BCVMT L015021)



A rugged-looking Rhino TR1 tanker, next to the site of the Leyland Motors Day Continuation School in Sandy Lane, Leyland, 8th January 1935 (BCVMT L015242)



Alan Mortimer

LEYLANDS ASSEMBLED IN IRAN

By Trevor Holland

Trevor Holland worked for Leyland Motors who set up a number of Assembly Plants in Iran in the 1960s/early 1970s. He went to work in the Engine Plant in Tabriz for a 2½ year period, from August 1976 to January 1979, after which he returned to Leyland. He then went to Leyland Nigeria Ltd in Ibadan in March 1979 to January 1998, but that is another story.

There were three Leyland/British Leyland Plants in Iran as follows:-

SS Leyland Motors Iran Co, Tehran

(The initials 'SS' at the beginning of the name stand for Sherkat, Sahami, a common couple of words used at the front of an Iranian company name. The two SS Leyland companies and the Morattab company were owned mainly by Iran with the UK (British Leyland), only owning a small percentage e.g. perhaps 5% or 10%).

Leyland Motors Iran Co was located in Tehran and the plant was opened in 1964 with production starting in 1966. This was the first company to produce Trucks and Buses in Iran.

The products assembled in Tehran were the Super Comet and Atlantean Double Deck Bus chassis. All of the Super Comets were bonneted and a special body design was developed for assembly in Iran. There were no forward control models as it was perceived that bonneted trucks were much safer from the driver's point of view.



A bonneted Super Comet Truck at an industrial show in March 1968, being examined by the Shah of Persia (BCVMT L095200)



This Super Comet was photographed by John Shearman in 1971. The cabs of the first Super Comets were made by Airflow Streamlines Ltd, Far Cotton, Northampton, similar to those used by Commer/Dodge and also Baron; they were probably supplied PBU (partially built up). Airflow no longer exists and part of the site is now the Stagecoach Midlands HO/Works.

These export Super Comets were fitted with the O.400, 6.54 litre, diesel engines (all of the engines were diesel) assembled from CKD kits from as soon as the Tabriz Leyland Engine Plant came on stream. The lorries were rated at up to a massive 20 tons, as normal in the Middle East and Africa to allow for the normal gross overloading. Loads for these vehicles were really restricted by the sheer volume of the load as opposed to its weight! When the UK developed the specification for this Super Comet it probably used more Leyland Buffalo related parts rather than Comet parts, thus making an allowance for severe overloading. The back axle was from a Comet but, in Iran a stiffening plate was welded along the axle (12.5mm plate from memory) to add some strength.



*This 1966 prototype bonneted Super Comet Truck was developed specifically for Iran with a new design of cab to replace the split screen cab already produced in Iran
(BCVMT L090549)*

SS Leyland Diesel Iran Co, Tabriz

This engine company was located in Tabriz, the company being formed in 1969, but production of the O.400 series engine was considerably delayed by building planning procedure problems and sorting out the finances, with production not starting until 1974/75. Here again all the engines components came in CKD kits from Leyland, being assembled in Tabriz.

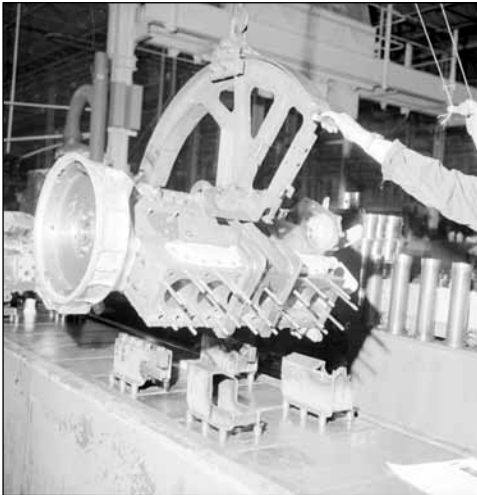
My main interest lies in this Leyland Engine plant where I started work in August 1976. I will always remember my first visit, flying into Tebriz, and taxiing down the runway, seeing tumbleweed rolling down the runway and the red mountains in the background.

Tabriz was the Iranian City designated to produce commercial vehicle engines. Next to the Leyland plant was the Dorman / Volvo diesel plant with Mercedes Benz on the other side. Massey Ferguson was across the road. The Tabriz plant produced various specifications of the 400 series diesel engine for use in the Tehran Truck plant. The Tabriz plant therefore basically had one customer which meant that any holdup



Many of these Super Comets with the second design of cab were used as refuse wagons in Iran (John Shearman)

at the truck plant directly affected the engine plant. Therefore, we were always looking for additional outlets – initially we set up a manufacturing facility to support the local industry, e.g. making anything from work benches to flypresses (the starter motor gear for a 400 series starter motor makes an ideal pinion for a flypress rack and pinion assembly!) We built water-pumping units (using the 400 series engine) for farmers to use in their fields. We tooled up to assemble Land Rover petrol engines for Morattab and investigated the assembly of Rolls Royce V12 engines (rated at 625hp) for the Scammell Commander Transporter pending the forthcoming order being placed by Iran. This was a vehicle based on the new Landtrain but could pull loads of 60 tons plus.



Thought to be the Tabriz assembly line in 1974 (BCVMT L134289)

The idea behind having the V12 Rolls Royce engine in a Landtrain was to use it as a down rated version of the V12 tank engine so that common spare parts could be used. Due to political problems the project for Iran did not go ahead. The prototype vehicle which was undergoing trials in Iran during 1978 was eventually returned to the UK. My understanding is that approximately 125 vehicles were built by Scammell for the British Army. Sales brochures for the Scammell Commander dated 1978/79 are for sale on eBay now and again and the family lines of the Scammell-designed Landtrain can be

seen. Some Landtrains were also built at Guy Motors who may have developed the light end of the range of the Landtrain family. The Rolls Royce V12 engine became a Perkins product.

In addition to the 400 series engine, 4 cylinder and 6 cylinder engines from the 4/98 and 6/98 engine family came down from the Leyland Bathgate plant, the initial idea being to market these engines in Iran, but the plan did not go forward. These engines of 3.8 litres and 5.7 litres, with 98mm bore, were extensively used in Bathgate Tractors and Trucks in very high volumes, being sold to third parties such as JCB. They were also produced overseas by companies such as BMC Sanayi in Turkey.



*The BMC Sanayi engine catalogue
(Trevor Holland)*



*A BMC Morris at Canakkale with cab similar to the Iran second style cab
(John Shearman collection)*



*Seen in Fethiye was this Levend 'Sherpa'
(John Shearman)*



*A BMC Morris 'Turkish Tonker' Truck on the Turkish Sanayi line
(Trevor Holland)*

At the Tabriz plant there ranged between 75 and 100 employees at any one time and the CKD engine kits were delivered overland directly from the UK, or by sea to Trabzon in Turkey, and then overland on BMC Sany 'Turkish Tonkers' to Tabriz. (Turkish 'Tonker' was a nickname for trucks made by BMC Turkey). They were based on BMC (UK) WFs but had a flat steel sheeted cab which was made

locally, using low cost tooling . The BMC 6/98 engine was used in these vehicles and the engine was also produced in Turkey. Initially they were badged BMC Austin or Morris, but later Leyland and the company still trades under the BMC name. The factory was at Izmir in Turkey and started production in 1966 with the model TM80 with a 4/98 engine. *(It's worth mentioning here that John Shearman wrote an article for Torque No.67 on his visit to the small Mersin Leyland plant in southern Turkey – Ed.)*



Leyland Marathons were also used by BRS to transport kits of parts to Iran from October 1975 (BCVMT L135916)

When I first arrived at Tabriz the staff there already in place included:-

Bruce Whittle (ex Leyland)	Plant Director
David McDonald	Purchasing / Material Control
Jim Smith (ex Bathgate)	Assembly
Bill Watson (ex Bathgate)	Engine Test
Ben Rollins (ex Leyland)	Planning
Gavin Bell	Managing Director, based in Tehran

New staff that arrived in 1976:

Alan Sharp (ex Scammell)	Quality
Bill Gill (ex Leyland)	Machining
Trevor Holland (ex Leyland Cars)	Machining, Superintendent and Projects

Morattab – located in Tehran

Morattab was the second largest Land Rover plant outside the UK and built Land Rovers from the early 1960s, all with petrol engines and locally made bodies.

The bonnetts were made in fibreglass to ease the tooling costs. All the Leyland named factories in Iran were nationalised in the 1980s and the Tabriz plant became a ZF gearbox factory. I am not sure what happened to the Tehran plant but Ashok Leyland is now operating in Iran. My overall experience was very positive when working in the Tabriz plant and Iran. This was an experience not to be missed!



These four pictures were taken by John Shearman on his visit to the Tehran factory, in the showroom in 1971. They show the

'Tonker' cab design, possibly on a BMC built in Turkey (the wheel looks to be rather lightweight). In the original Tabriz layout plan, both 4/98 and 6/98 engines were to be included, probably to build the 'Tonker' alongside the Super Comet in Iran. This would give them a wider scope of products and it is not thought that the Turkish cab was intended for the Super Comet. Also there was a 'Mini Moke look-alike' and small van, these two having a Pirouz name, manufactured by Leyland Motors. Can any reader enlighten us please?

A large fleet of Leyland Atlanteans

There appear to have been 873 Leyland Atlanteans supplied to Iran. The first two orders were for three with complete Park Royal bodies, AN68.2L Atlanteans, delivered complete. These were followed by 197 with both chassis and complete bodies sent CKD to be assembled at the new Leyland Motors plant in Tehran. This was followed by an enormous order – 450 more AN68.2L Atlanteans, again shipped CKD. The first 252 had complete body parts sent CKD by Park Royal but the final 198 had completely locally built bodies but to a Park Royal design, as were all future Atlanteans for Iran (it is not known whether these were on Park Royal frames or Metsec frames). Next came an order for one, presumably a replacement for an accident damaged Atlantean, followed by a further 60 (order no. 25360) and another 4 (order no. 11- new series), bringing the final total of AN68.2Ls to 715.

The next order was for 200 CKD chassis but this time model AN69.2L, again with locally built bodies and this would have brought the total number to 915. However, before this



The first Leyland Atlantean AN68.2L with complete Park Royal body in the company of a Lion in Iran (Doug Jack)

batch had been completed there were political problems in Iran and the Leyland named factories were nationalised. The final 42 Atlanteans on order no.12 never saw service in Iran. 20 of the CKD kits were returned to Leyland and a further 20 were converted to right hand drive for delivery to Pretoria. The other 2 Atlanteans went to OTCZ, Kinshasa and this brought the total number in Iran to 873.

Trevor recalled talking to a Leyland service engineer who had been sent from the UK to investigate questions about the Atlanteans being underpowered. The buses were rated for approximately 75 passengers but he counted over 200 people alighting from one bus! It should also be remembered that Tehran is 3000ft above sea level.





Atlanteans in service in Tehran

(Alan Mortimer)

Thanks Trevor for this interesting article which started with a request for a photograph, followed by some notes taking about 1½ pages. Then, after several exchanges of email and with further information and photographs from others, we've ended up with a 9 page article with more to come! Thank you also to David Corke, Bruce MacPhee, Alan Mortimer, John Shearman, Roger Warwick and Derek Westall – Ed.



ANOTHER FACE OF LEYLAND, No. 9

By Michael Plunkett

Brighton to London – By Peddle-bus

The Leyland Publicity Department, ever alert for items with promotional potential, learned of an event in far-away Sussex which justified their photographer rinsing his developer-stained fingers to mount his trusty Triumph 350 (or was it a Sunbeam?) on the long haul to Brighton.

Mr. Johnstone, employee of Leyland's lucrative customer Southdown, had built his young son Ernest a pedal-powered replica Tiger coach, to be featured accompanied by himself (on bicycle) and the 'real thing' – a 1930 TS.2 just rebodied with Harrington's latest coachwork for the London service. Appropriately the toy coach showed London on its blind, but driver (pedaller) little Ernie seemed apprehensive of even making the Crawley comfort stop.

Over the years Mr. Johnstone built a number of coaches, some powered by lawnmower engines; they became known as "Johnstone's Midgets". How many survive? And surely with all that pedalling Ernie must have grown up to show the shapeliest legs on Brighton beach!

But surely, little Ernie did not peddle all the way from Brighton to London?!



Nearing London (M Plunkett collection, both)

LETTERS ETC.

The Leyland Buffalo – from Brian Hardisty, Melbourne



I have recently received the Winter 2017 issue No.78 of Leyland Torque and was interested to read the letter from John Battersby regarding the Leyland Buffalo on page 40. The attached picture is of ‘Buffalo Bill’ that has been restored by Bill Smith of Hi Haul Transport of Bayswater, Melbourne. The picture was taken at the November 2016

annual display day held by the Historic Commercial Vehicle Club of Australia. The Buffalo was recovered from Marble Bar, 940 miles (1500km) north of Perth and was relocated 2,680 miles (4,300km) to Hi Hauls workshop and restored over a period of 8 years.

I was originally from Western Australia and used to visit the local Leyland agent, West End Motors during the 1960s. They often had Buffalo chassis in their yard awaiting delivery to customers for use on low loader and cattle road trains in the North West region of WA.

The Long Haul – from Peter Kenrick

I can fill in some further facts about the Octopus used in the film ‘The Long Haul’ – she was sold off being a Works Shop Wagon in 1969 to Tom and Denis Harrison (‘Harrisons of Holmes’) a very reputable little outfit. As the Works’ transport fleet mainly ran on trade plates it was not registered until 1969, taking the number **MTE 980G**, and was used in their small mainly Leyland fleet adapted with Twistlocks



for their contract with Containerway, as seen in this snapshot of ‘Diana’ taken around 1971/72. The container service then ran between Preston Dock and (I think) Larne.

I’m not sure of the date, but some time in the mid ’70s I would guess, the wagon caught fire aft, either a diff. problem or electrical trouble, the heat being so

intense that it distorted the chassis, rendering the wagon fit only for scrap.

One little continuity fault on the Long Haul film – if, in the plot, the wagon was going from Liverpool to Glasgow, why was it shown as exiting the Mersey Tunnel? You've probably heard jocular remarks about this little insert, over the years. (*This wagon was a model 24.0/4 Octopus, long wheelbase (17ft 9in), with chassis no.563103, line no.407, delivered to the Leyland Motors Transport Depot 28/1/57 – Ed.*)

The Launch of the Tiger – from Peter Greaves

Following Ron McCulloch's fascinating article on the launch of the Tiger in the last Society Journal, I have a further comment to make relating to another early B43 chassis numbered 7905555. Apparently this didn't receive a line number and was used by Leyland as a test vehicle and for development work. It was bodied by Plaxton in 1979 and sold to Barry Cooper, Stockton Heath listed as type TRCTL11.2RSp. It was re-registered **UTU 23V** in 1980; then **JCK 869** and in 1998 back to **UTU 23V**. Ron has added that the prototype B43 chassis would be built in the prototype workshop and not on the production lines.

SALES & WANTS

Refurbishing Diesel Components– One of our members, John Shelper refurbishes diesel components at Electro-Diesel (RCJ) Ltd, based in Exeter. www.electro-diesel.co.uk He is now receiving requests to repair various parts; Leyland injectors and pumps etc, but finds it difficult to obtain details of the part numbers. Is there a possibility that any reader may have information available regarding injector part numbers, nozzle part numbers, needle lift dimensions, pressure settings etc, applicable to specific engines and pump test calibration data pre 1980s?

Wanted - Workshop Manual/Handbook for 1979 FG 550 (4980cc) Leyland Redline Lorry. Please contact Terry Ellin on 01909 563069 or terence.ellin@btinternet.com

COVER PICTURES

Front Cover

Burnley, Colne & Nelson Joint Transport Committee were early operators of 8ft wide buses; from 1947 their PD2s, apart from the purchase of 12 stock buses, were all of this width. No.187, ACW 146, was a PD2/3, one of six which had Leyland Farington bodies with externally flush mounted windows. It had chassis no.485658, line no.1162, with H32/25R body and was new in 1949 and lasted 20 years in service. (*BCVMT L053244*)

Back Cover

This Leyland Super Beaver and semi-trailer with large tanker body was photographed in November 1958. It was operated by Ketjen and is seen loading at their works in Holland. (*BCVMT L058751*)

TAILPIECE

A BUS TO NOWHERE ?



Judging by the blank destination indicator, this bus isn't going anywhere – and, up a street with an AA and Police Notice saying “NO ENTRY”! Perhaps the driver is lost? The Southdown bus is a Titan TD4 (chassis 9236) with petrol engine and Beadle L26/26R body painted in wartime livery. In 1943 it was converted to diesel with a Leyland 8.6 litre oil engine. It received a new East Lincs H28/26R body in March 1950, becoming a mobile commentator's box at Badminton Horse Trials in 1960. It later entered preservation. *(OS – CF Klapper)*

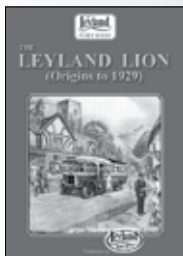
LEYLAND TORQUE

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SOCIETY SALES

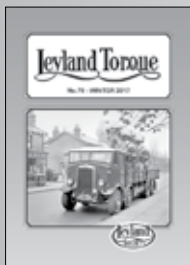


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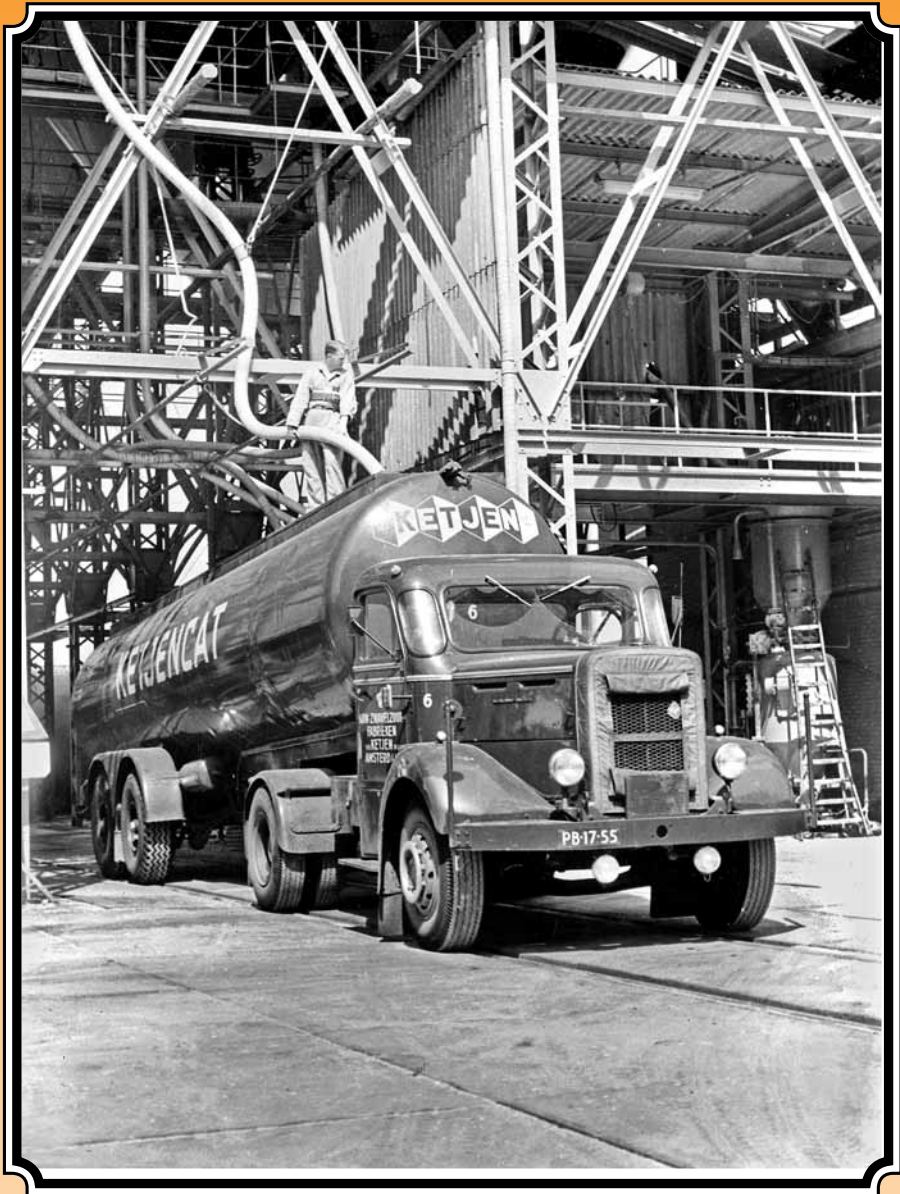
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