

Leyland Torque

No.64 - SUMMER 2014



THE
Leyland
SOCIETY



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MEMBERSHIP

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

Overseas subscriptions and sales using PAYPAL

Please note that our PayPal address is now theleylandsocietyltd@gmail.com and not to mention the previous one.

Leyland Torque

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EDITORIAL

Odd Bodies has again been our most popular feature and attracted 24 responses, that is nearly 5% of our membership – thank you for taking the trouble to write. We have had to go to six pages this time to include all the replies.

There are several small articles in this issue, covering a wide range of subjects, though some of these came to light only just in time. Please continue to send material, even if it is fairly incomplete, for example, two sections this time would have filled two pages each, but with further research using our valuable contacts, these grew to four and five pages respectively and may well lead to further comment. This is what we're all about, having a healthy response to the magazine keeps it alive and we all learn from each other – please keep your emails and letters coming, they are much appreciated. One area where it is difficult to find new questions is Food For Thought, so please send in your queries, anything unusual, or just any subject which you would like to know more about.

Membership renewal forms will be going out with this issue of Torque, so please respond as soon as possible as this makes John Howie's job easier, also don't forget the Gift Aid form if you haven't already completed one. We have advance notice of the AGM at a different venue in Coventry this year. Please make a note of it in your diaries as it would be good to see some additional new faces at the AGM this year.

One other important event is the auction of the late Michael Banfield's collection, which takes place on 13/14th June. It will be very sad to see a personal collection like this being broken up and sold, but our Chairman, David Berry and I will be attending and we will be looking out for any Leyland related material which we may add to our Archive. By the time you receive this issue of Torque the sale will be over, so let's hope there may be something of interest to report. As time goes by you will see more and more items, particularly photographs, credited to the Leyland Society Archive and this enables us to be less dependent on others for the material we use in Torque and the Journal.

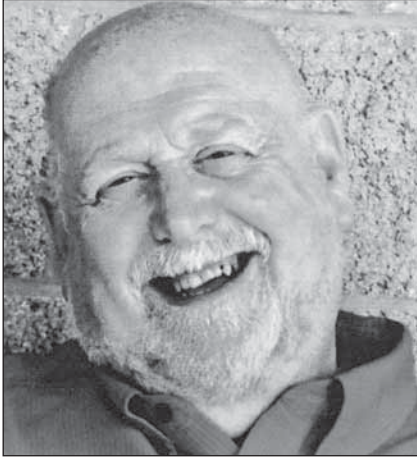
Mike
Editor

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NEIL STEELE

It is with great sadness that we reported in the last issue, just as it was going to print, that Neil had died suddenly, at the age of 68, after a short illness. Neil had been the Chairman of the Leyland Society since its formation, apart from a few years when he was unable to act as Chairman, and Ron Phillips kindly stepped in.



Neil was born and grew up in The Birches and resided all his married life at Kingfisher Crescent, Cheadle. He attended the Church of England School and Mackenzie School, followed by the Technical College, gaining engineering qualifications. He was well known locally for working as a radio and television engineer for Plant & Titterton, followed by Radio Services, in Hanley. During this time Neil followed in the footsteps of his father, grandfather and uncles and served as a Retained Fireman in the town.

This life-long involvement with the Fire Brigade left its mark and Neil was very well respected in various historic commercial vehicle enthusiast circles, holding several offices over the years, and being renowned as a Leyland fire engine specialist. The popularity and high esteem in which Neil was held, was reflected by the number of people attending his memorial service in the local Church. Neil was first and foremost a devoted family man, a loving husband, father and granddad and will be greatly missed.

I had known Neil for about 40 years, having initially had correspondence with him in the 1970s, a time when he was friendly with another Cheadle man, Gordon Pyatt, who rescued many early Leylands and who sadly passed away some years ago. Neil and I often compared notes on the technical aspects of pre-WW2 Leylands and he had a wealth of knowledge on Leyland engines, particularly of the 1930s.

Apart from Neil's excellent ability to keep us all in order as a Board, he contributed many well written articles for Torque and the Society Journal. Probably his best known effort was the Fleets Series Leyland Fire Engines (1930-1942) book which is packed with information about the subject. This was intended to be Part 2 of a series of three books and Neil had plans for Part 3 (from 1943). Part 1 was to be written jointly between Neil and myself as soon as time permitted – I have prepared all the vehicle records and technical information, and we intended to jointly write the text. Will anyone now have the knowledge and time to finish this project – who knows?

With the passing of Neil, we have lost a wealth of information on Leylands, and also a very good friend. – MAS

MEMBERSHIP RENEWALS FOR 2014/15

Your membership renewal form is enclosed with this issue of Torque and we are again pleased to say that the subscription remains at the same level as last year. It will, as usual, include four issues of Leyland Torque, our quarterly publication designed to bring you up to date with the latest news from the Society, to include letters and queries relating to “all matters Leyland” and to encourage in-depth research into the company, its products, people and factories. Your subscription also includes our annual Leyland Journal magazine which is usually published at the end of our membership year, in the Summer. In all, a really good deal for five top quality publications!

Overseas Renewals using PayPal – Please note that the recently revised arrangements with PayPal mean that future payments can only be paid into – theleylandsocietyltd@gmail.com. All previous addresses have been deleted and any funds issued to the obsolete addresses will be returned to the sender by PayPal without the Society ever having any idea of their existence. At present this service is only available to members living outside the UK.

GIFT AID

Please read this if you have not yet completed the Gift Aid form! The majority of our UK members have already completed this (a few are unable to if not tax payers) but there are still about 100 members who could Gift Aid their subscriptions, at no cost to themselves, and this **could substantially help the Society**. Gift Aid is currently generating over £3,000 each year for Society funds for relatively little effort in terms of administration. It helps to keep subscription levels down and enables us to do some very useful things with the extra funds, all towards our charitable objectives.

The way it works is that if you pay a subscription or a donation of £27, the Tax Office will treat this as being a gross donation of £33.75, with you the taxpayer having deducted tax from that amount at the standard rate of 20%, ie. £6.75. Provided that you are a UK tax payer, and the vast majority of UK members are, being a Registered Charity enables us to reclaim the £6.75 tax “deducted” as a refund from the Tax Office.

Please complete the Gift Aid form on the reverse of your Membership Renewal Form if you have not already done so – **Thank you**.

2014 AGM

This year’s AGM is to be held on Sunday 16th November at **1.30pm at a new venue**, not far from the old one, as the Coventry Motor Museum is undergoing another refurbishment. This year we will be at the **Herbert Art Gallery & Museum, Jordan Well, Coventry, CV1 5QP**, a short distance from the Motor Museum. This has been arranged in plenty of time so please put the date in your diary and check the location – more details to follow in the next issue of Torque. It would be good to see some additional new faces this year, as well as our regulars who appear virtually

every year; we very much appreciate your support. The talk/film show to follow the AGM has yet to be arranged and, if you have any bright ideas/want to give us a talk/know someone who does, please contact Mike Sutcliffe – thank you.

The LEYLAND SOCIETY JOURNAL

Neil Steele was due to write the third and final part of the history of the Leyland Cub, for inclusion in the Journal this year. This will therefore be missing from the Journal and we now also have difficulty in maintaining a proper balance between bus and lorry articles. We urgently need to fill this gap as we are starting to put the Journal together, so there may be an imbalance of material this time and there could well be a delay in producing the Journal. Would any reader care to have a go at writing a “Cubs Part 3”? You would receive a great deal of support, technical information, Sales Brochures, Specification Sheets, Data Sheets, and hundreds of Cub photos to choose from our Society Archive – please give this your serious consideration.

“LEYLANDS AT THE GREAT CENTRAL RAILWAY”

The Leyland Society Gathering 2014 – Sunday 13th July

By the time you read this edition of Torque, the 2014 Leyland Society Gathering at Quorn and Woodhouse Station, near Loughborough, will almost be upon us. Thank you to all those who have already entered their vehicles, we are looking forward to a good display and hopefully good weather!

The Quorn station site is easily reached from the M1 motorway, from the south using Junction 21a and the A46 to the A6, or from the north using Junction 23 and the A512 and A6004. If your vehicle is not suitable for motorway travel there are good A-road connections to all parts of the country. If you are travelling by public transport, the most enjoyable route might be to travel to Leicester by bus or train and then to Quorn on the GCR! Toilets are available in the station buildings as well as shower facilities for those staying overnight. The station area has catering facilities, the Butler-Henderson Café, which will be available during the day. Further details about the Great Central Railway, including the train timetables to Loughborough and Leicester can be found on their website www.gcrailway.co.uk.

We hope that holding our Gathering at The Great Central Railway will offer the opportunity of a day out for the whole family and we have negotiated discounted railway travel on the day of the event for Leyland Society members. The GCR have advised us that they will be making an entry charge of £5 for the general public, but Leyland Society members (and their families) will enter free of charge – merely tell the GCR person on the gate that you are a Leyland Society member. A token will be given to all entrants (one per vehicle) and one to **the leader of each group** if arriving separately, and this will give a discount of £5 off the cost of a train journey for one person.

2014 MEMENTO BADGE

This year's Gathering memento is based on a Lion badge which was embossed and printed on the cover of the Leyland LSC Lion sales brochure in 1928, at the time that the Tiger brochure showed the Tiger and safety triangle. The Tiger went on to greater things, on the Royal Tiger and Worldmaster, but unfortunately the Lion badge was short lived, being replaced by the oval Lion's head badge. This is a true miniature of the badge, to match the similar-sized Tiger badge, the price being the same, at £7.00 including post & packing, available from David Berry, address on the inside front cover of Torque, or via our website, www.leylandsociety.co.uk. *Have you purchased your copy of the Lion book yet?!*



This is the actual badge on which the memento is based. It will of course be in colour.

FROM OUR ARCHIVE



We recently found this snapshot on eBay and added it to the Society Archive, for use in our magazines. FGW 276 is a Leyland Lynx dating from October 1938, possibly petrol model DZ1 with 12ft wheelbase, and operated by Shell Mex and BP Ltd. Could the picture have been taken in the War under the Pool Petrol scheme – who could tell us more about it?

WHAT LEYLAND'S DOING

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

By Steve Whelan

Leyland Trucks produces 5,000th factory bodied Truck

During March 2014 Leyland Trucks produced the 5,000th DAF truck to be both built and bodied in-house here at the Leyland Assembly Plant. The vehicle was handed over to Royal Mail at an event on Friday 28th March, attended by members of the bodybuilding team at Leyland. The DAF LF 7.5 tonne model was one of the first Euro 6 compliant trucks in the Royal Mail fleet and is the latest of more than 700 PACCAR bodied vehicles which have been supplied to the UK's postal service. Paul Gatti, Director of Fleet and Maintenance Services, and Rob Cooksley, Procurement Director - Vehicles, Assets and Logistics, at Royal Mail, received the truck from Ron Augustyn, Managing Director of Leyland Trucks.

The vehicle being handed over to Royal Mail is a 7.5 tonne LF model fitted with a 5.15 metre long box body and a cantilever tail-lift. Power is from the highly economical 4.5 litre, four-cylinder PACCAR PX-5 Euro 6 engine, rated at 112 kW (152 bhp), and which is Euro 6 emissions compliant.



Left to right - Ron Augustyn, Managing Director, Leyland Trucks; Rob Wheeler, Senior Procurement Manager, Royal Mail; Paul Gatti, Director of Fleet and Maintenance Services, Royal Mail; Ian Grant, Director - Direct Sales, DAF Trucks; Rob Cooksley, Procurement Director - Vehicles, Assets & Logistics, Royal Mail

Leyland Trucks donates Hybrid Truck to British Commercial Vehicle Museum

A diesel-electric hybrid truck has been donated by Leyland Trucks to the British Commercial Vehicle Museum following its use by the company as part of an extensive development programme of this advanced technology. The vehicle was handed over by Ron Augustyn, Managing Director of Leyland Trucks, to John Gilchrist, Chairman of the Board of Trustees of the museum, in Leyland.

Speaking at the handover Ron Augustyn said – “We are very pleased to be able to continue our ongoing support of the British Commercial Vehicle Museum by donating this Leyland built hybrid truck. This diesel-electric hybrid is based on our highly successful LF model, which is Britain's best selling truck. Its presence

as a centrepiece of the museum will demonstrate to visitors – and in particular to the many young people who come on school trips – just how active Leyland Trucks is in the development of trucks that are more fuel efficient and more environmentally acceptable. We look forward to the display.”

John Gilchrist commented: “The British Commercial Vehicle Museum is the UK’s premier centre covering the history of commercial road transport but what we do here isn’t just about the past. This is a living museum in which we also put on show products and technologies that are in use today along with those of the future. I am delighted therefore to receive this generous donation from Leyland Trucks of a development vehicle that uses a new technology which, although in its infancy, shows great promise and in the development of which Leyland Trucks has been very much to the fore. Putting this vehicle on display will allow us to give the thousands of visitors who come to the museum each year a glimpse into one potential future technology. And, it extends the scope of the superb attractions that we can offer visitors from the earliest days of steam vehicles over a century ago to the present day. This makes the British Commercial Vehicle Museum unique in the way that it comprehensively chronicles the history and development of an industry that is so central to all our lives.”

The hybrid truck is based on a standard 7.5 tonne DAF LF model and uses a 4.5 litre diesel engine in conjunction with an electric motor/generator, which operates in various modes to maximise fuel economy savings. The vehicle harvests energy usually wasted during braking events to charge the hybrid batteries. During operation the vehicle automatically switches from pure diesel drive to electric drive, which is both silent and cleaner. A six-speed automated transmission is fitted along with a 44 kW electric engine/generator and 96 Lithium Ion battery cells, each giving an output of 3.4 volts.

Left, John Gilchrist, Chairman of the Board of Directors British Commercial Vehicle Museum Trust and right, Ron Augustyn, Managing Director Leyland Trucks



“LEYLAND LORRIES FOR LOADS”

(an advertising slogan used regularly by Leyland Motors Ltd in the 1920s and 1930s)

THE CHANGING FACE OF HAULAGE

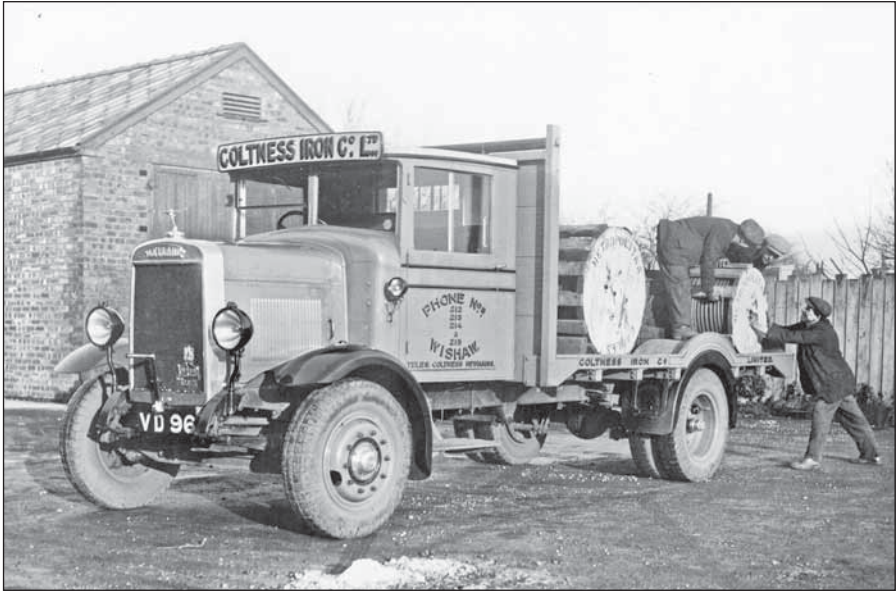
By Peter J Davies

This month Peter has selected pictures reflecting the changing face of the haulage industry over the years and how it affected vehicle configurations. The simple design of the relatively early vehicles of the 1930s contrasts with the larger, more efficient and mass produced vehicles of the 1960s and 1970s, but Peter’s photograph selection shows that there has always been demand for specialist conversions or designs to suit special applications.

Malcolm Wilford has assisted in identifying many of the vehicles in the pictures from his extensive chassis records and we thank him for his time. In the unfortunate absence of Neil, Gary Dwyer has prepared the article for Leyland Torque and added to all the captions. All photographs are by Peter Davies or from Peter’s collection, unless otherwise stated.



This magnificent 8-wheel conversion of a Leyland Hippo TSW1, belonged to William Bowker of Blackburn, chassis no. 67248, was new in May 1931. The Lancashire registration number TF 5500 suggests that it may originally have been registered by Leyland Motors as the first owner is recorded as Marler of Dudley. Note the tread depth of the tyres which are considerably below modern requirements! The “By Appointment” Hippo badge has lost its Royal Coat of Arms, as frequently happened with “collectors” being about in those days also!



From this photograph it is hard to understand if these men are loading or unloading coils from this Beaver TC1! It was delivered to Coltness Iron Co in 1930 with chassis 66752. The platform body is unusual as the main load area is very low. (BCVMT L008795)



Photographed in March 1932, the radiator blind suggests that Spring had not yet arrived! This Buffalo TSQ3, owned by Downer & Co, was delivered to L. A. Evans of Southampton in January 1931, registered TR 9917, with chassis no.653. (BCVMT L010970)



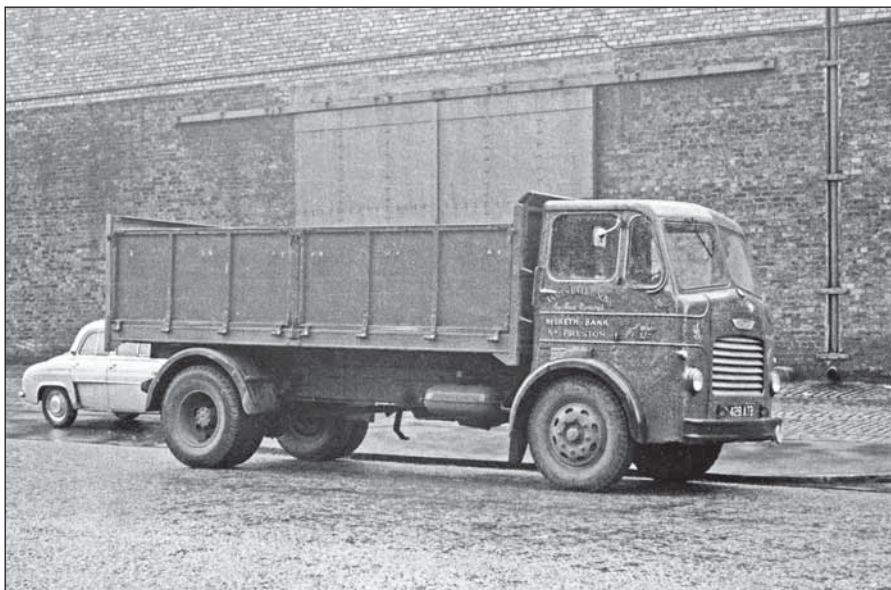
The Comet tipper photographed here has yet to receive its registration number and cannot be identified. It is fresh from the paint shop in the livery of S. T. Rosbotham of Bickerstaffe, near Ormskirk, prior to delivery by Leyland.



After twelve years of hard work, this 1953 “mouth-organ” cabbed Octopus 22.0 was beginning to show signs of a hard life when it was photographed in Luton in May 1965. The rust stains around the radiator filler suggest that overheating has occurred at some time.



Mitchell Bros were the original customer for this Hippo 19H.7, chassis no.540284, line no.606, which was delivered new to them in March of 1954. After 10 years of service it was still in relatively good condition when photographed in London in October 1964.



This ECOS2/1R Comet had chassis no.556089, line no.726 and was delivered to Leyland agents H. Woodward in July 1956. Registered 428 ATB, it was photographed in Liverpool in September 1964 owned by James Ball and Sons of Hesketh Bank.



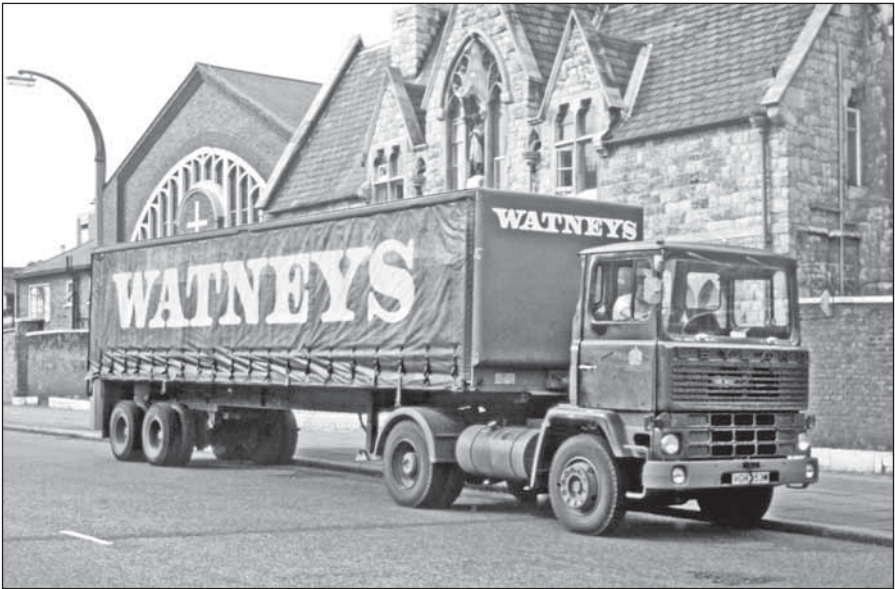
Photographed at speed near South Mimms in April 1971 with a full load of paper, this 1957 LAD cabbed Comet was operated by K & W McKinnon of Twickenham Green. The headboard of the single axle trailer looks to be of rather light weight construction!



Breweries often required special vehicle designs to suit their loads and this 1971 Laird is no exception, probably having been converted from a standard chassis by a specialist company, using standard axles and other parts. It is seen in Leeds in May 1973.



A 1973 Buffalo, photographed at the Services on the M1 at Toddington in August 1979, with a sheeted load on the semi-trailer. It was powered by the turbocharged version of the 500 engine, driving through a fuller gearbox to a Leyland hub reduction axle.



Although designed, developed and manufactured at the AEC plant at Southall, the Marathon used many Leyland Group components. This 1974 day-cab 4x2 tractor unit operated by Watneys was photographed in London during its first year in service.

FOOD FOR THOUGHT

Feature edited by John Howie

All correspondence to Mike Sutcliffe

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

Cyril McIntyre advises that the coach pictured in Torque No.63 is lettered 'Great Northern and L.M.S. N.C.C.' – the four coaches in this batch were originally operated on All-Ireland tours run jointly by the Great Northern Railway (Ireland) and the LMS Northern Counties Committee.

227. Tigers that were not impressed!

We mis-quoted **Paul Lacey** in Torque No.63. The Thames Valley TS8s were in fact, deployed quite intensively on bus routes during WW2. He adds further suggestions as to why they were not requisitioned – “the probability is that operators had submitted fleet lists back in 1938, when the subject of conversions to ambulances was being considered, along with other ARP matters. I also know that a 1938 list from TV erroneously gave the batch of Tiger TS4 coaches as 251-7, the last one actually being a Thornycroft BC ex-GWR bus which was sold during that year. Due to that genuine error TS4 coach 250 was not taken, again suggesting that details had been given to (or demanded by) the Authorities. Also, I assume Bob Kell’s suggestion that oilers were not generally taken is based on his premise that 1939 TS8s were of that type, but of course TV’s were fitted with petrol engines taken from TD1s converted to oil during the 1938 campaign.”

228. Leyland Leopards with two-speed rear axles

Neil Steele’s final contribution to this topic is expressed in the following letter which identifies many anomalies within Leyland’s internal record keeping: - “I can see that Bruce has made a controversial point - however what he says is largely true of how post-war vehicle model types are written in Leyland material. If you spread several post war spec. sheets out on the table, it soon becomes obvious that model types are written in a number of different ways, so that is fact., suggesting to me that Publicity did what it did without reference to what the rest of the company was doing. Whether it has any impact on describing the model type is I’m sure up to individuals’ thoughts. When Malcolm Wilford began compiling his list of chassis numbers he used the “/” to break up digits and letters which made up the model type as found in most build sheets.

However, worse anomalies apply to Leyland Manuals where in particular the types of gears used in gearboxes (and similar problems with rear axles) are not accurately described, e.g. synchromesh - sliding mesh - constant mesh etc. also taking into account that Leyland produced gearboxes with a combination of some of these types of gears - if you were not a competent engineer then you would struggle. Most people are not interested in such fine detail a fact borne out by people who preserve vehicles who when questioned, do not have even basic mechanical knowledge of their vehicle and to them it does not matter until something goes wrong.

With regard to the Southdown question FFT 228, Bruce has evidence that one of the preserved Southdown vehicles chassis L24806 has a chassis plate which clearly shows PSU3/IRT ! It just highlights the anomalies of Leyland's chassis recording methods and inaccurate literature."

229. HGV cabs

Rod Milner and **Martin Wainwright** advise that the Leyland badge on the **bottom** of the grille signifies a vehicle fitted with power-steering, a non standard feature at that time. The associated pipes crossed over at the bottom of the grille requiring a larger panel behind which the clips were located. Esso had some of these, 1962 Octopus 24.O4 tankers with **BXM** and **CYU** registrations, along with all of the 14.B10 Beaver artics. Some **GLU** registered vehicles were registered in 1963 and the final batch, registered **AUU xxxB** were registered in 1964. These later two batches were all 6 compartment 4000 gallon spirit tanks.

Martin had the pleasure of working for Esso during this period driving **621 CYU** at Dingle terminal, Liverpool. They were all fitted with O.680 engines and would achieve 38 - 40 mph absolute maximum. Although these were excellent vehicles being virtually indestructible, they were obsolete from the outset.

231. Leyland TS4 ?

Mike Fenton has identified this as **YG 54**, West Yorkshire (542), a TS4 with ECO C28F body new in 1932. After release by the Military Authorities in 1946 it ran as **JUM 424** with Preston of Ferryhill. **Maurice Doggett**, **Peter Greaves**, **John Shearman** and **Mike Sutcliffe** all came to the same conclusion.

233. Leyland 'Irish' Railbus

Can anyone provide information re this rail-bus which has an Leyland LSC Lion radiator ? It was operated by the Great Northern Railway, Ireland. Was it based on a Lion chassis? Were there others?



(Dr MA Taylor)

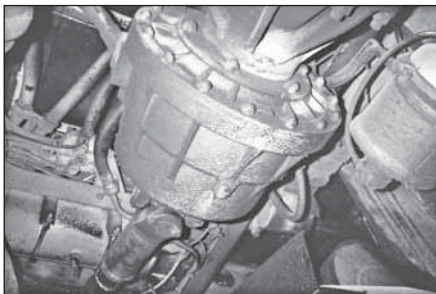
234. Experimental cab units

Michael Crooks found the accompanying photographs on the internet and wondered if anyone can provide information. They are titled “AEC-ALBION-LEYLAND/PARK ROYAL EXPERIMENTAL FIBREGLASS ERGOMATIC CAB”



235. Ferodo Retarder on a Leopard – from Ian Ashman

Ian Ashman thought the following would be of interest to members and hopefully solicit further background information. Our company, A&J Coaches of Washington, Tyne & Wear, used to own a Leyland Leopard model PSU5E/4R, chassis number 8230247; it was originally registered in July 1982 with a Plaxton Supreme V C50F body, with Southdown Motor Services, as **HHC 367Y**, and may have worked on National Holidays or National Express routes. Stagecoach purchased Southdown in August 1989 and by this time it had a change of registration number to **NFX 667** when the coach was sold to Thamesdown Transport. Stagecoach retained the number and it was then **UMM 852Y**; the next owners were Kingsley Coaches and then ourselves and at this point the coach regained the original registration number.



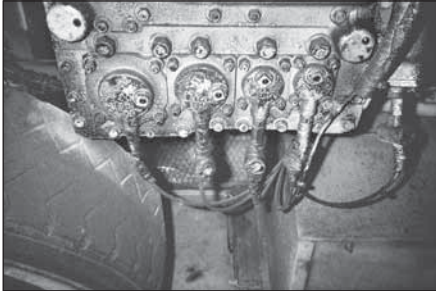
The Ferodo Retarder mounted on the differential,

Checking with operators who had similar coaches, ours was fitted with a Ferodo Retarder bolted directly onto the differential, an oil cooler for the retarder was mounted directly under the transfer box, and the operation of the retarder was by an air operated cylinder controlled by a switch under the foot brake.

The gear shift was air controlled by a floor mounted pedestal with five forward

gears and one reverse, with a splitter switch on the gear lever. The gearbox was a standard Pneumocyclic GB350 with air dump valves (the original gearbox with the splitter arrangement would appear to have been long gone), and the engine was a TL11 218hp service Tiger, fitted by Stagecoach.

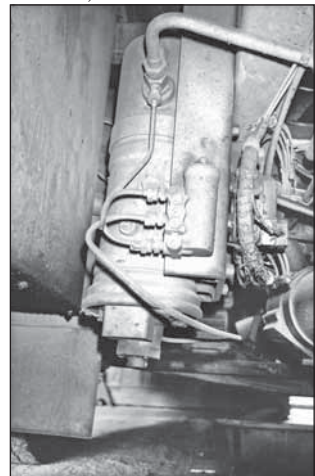
The coach would perform perfectly well on short journeys, but on long distance and steep banks it was a miserable performer. However, it was soon discovered that it still had the Leopard exhaust system as originally fitted to the 11.1 litre O.680 engine, so was removed and a **Tiger** coach exhaust system fitted, which removed the back pressure in the exhaust.



Left - The GB 350 5 speed semi auto air shift gear box with air dump valves. Right - is the oil cooler piped into the cooling system for the retarder mounted under the transfer gearbox which is just behind the radiator.

With performance now improved, the Ferodo Retarder, which never worked since it came into our ownership, failed and upon its removal, we discovered from the serial number on the pinion that the differential had a ratio of 3.3 to 1. Bus Breakers at Annfield Plain had one with a 3.7 to 1 ratio and a longer prop shaft and this was then fitted, however it was clear when we removed the differential and cleaned out the debris from the axle housing that, over the years the coach had had more than its fair share of differentials, but it could now keep up and climb hills with the best of them.

The coach was subsequently sold to C.D. Smiths and Sons of Old Romney, in Kent, roundabout 2003, and was broken for spares in March 2008 after 26 years of useful service. Ian Ashman would be pleased if any of the members of the Leyland Society could give any further details or help as to the splitter gearbox arrangement and was the Ferodo Retarder experimental or was it a standard fit by Leyland at the time?



The air dryer for the air valves and braking system, mounted on the nearside of the chassis, just behind the front wheel.

THE LEYLAND LION (to 1929) BOOK

A few comments from readers

From Michael Plunkett

What a nice surprise to plonk through my letterbox yesterday – thank you very much. Of course it meant that for the rest of the day I was immersed in Lions; meals went askew, shopping abandoned and an overdue shave put off yet again!

You and your co-author have produced an excellent and readable account of the marque with some interesting illustrations, quite a few of which were of course new to me. It is remarkable how new photos turn up which have never surfaced over the decades that I have been collecting. I suppose some have come from individuals who have either acquired prints for their own collections or been able to photograph vehicles themselves, as Alan Townsin seems to have done – or of course like those amazing pre-war enthusiasts John Parke, Eric Osborne, Jo Higham, etc, but all of whom were really London and South East orientated. The war period, the last great period of interest to those of us for whom the TD2 marked the beginning of decline in design, sadly coincided with an almost total lack of film (until the late 1940s) as well as official disapproval of anyone pointing a camera at what could be construed as a security target! It has always amazed me that old Haynes seemed to have all the film he wanted and clicked away without let or hindrance!

Now there are one or two points which I would draw your attention to – really just to prolong the excitement and to get you reaching for your magnifier; they are trivial queries which you would be able to answer immediately if we were sitting over a beans-on-toast heated up by Errol at the BCVM – but alas; that is no longer an option for me, so I must list them here:-

- Front Cover – why should the Great Southern Railway (Ireland) be running a service through an Olde English Village with a ghost child running for the bus?
- Page 16 – The Barnsley LSC1 prototype, chassis 45002, is clearly aimed at that customer in vogue. Thames Valley's early examples on Tilling Stevens B9As were of this style (but rear entrance) also with single rear 40 x 8 tyres – which Basil Sutton (of TVT) claimed that difficulty in obtaining led to their sale out of service in c1938. (Front tyres were 36 x 6, UW 4.4.1)
- Page 18-19 – Compare Crosville “250” with the ‘Red Lion’ 45003. If these are the same vehicle then modifications may be noted; different rear mudguards; different lifeguards and destination box. The ‘Red Lion’ has been standardised apparently or, could it be a different vehicle?
- Page 24 – London Lorries Lioness LC1 coach. Paul Lacey and I have worked out the mechanics of these bodies. The side windows wound right down into the side panels, the windows over the rear wheel arch being hinged horizontally so that folded, they too would retract. The side window pillars then folded forwards to form the window cill, coupled by the cant rail and a metal hinged frame at the rear. I bet they rattled.

- Page 35 – The Manchester pneumatic tyred Leviathans appear to have had fatter tyres, 36 x 8 at least. Of course, Basil Sutton always claimed that TVT no.117, a Thornycroft, was the first double deck so equipped (TV liked 38 x 7 tyres, even as late as the 1950s on Lions and occasionally Tiger TS7s).
- Page 36 – The TD1 Titan, Lincoln no.24, on Leyland's 1927 Show stand, retains its unique staircase band but painted as for the production bodies.
- Page 42 – The HMS Catherwood interior photo is interesting. The upholstery appears to be slipped over the wickerwork (Lloyd Loom ?) seats, with a rather narrow gangway. There is no visible window control gear (so were they self-balancing?) and actually only one window seem to have side channels. There are minimal saloon lights – one over the bays without parcel racks, perhaps Mr Catherwood didn't operate after dark!



The plush interior of the HMS Catherwood Lion.

(BCVMT L004362)

- Page 62 – Bradford **KW6025** was of course part of the very early preserved collection at White Hart Lane, London, along with my Southdown Titan TD1, **UF 7248**, Ken Blacker's Jersey LSC3, Lytham 24 and others. It was being rebuilt using the rear dome from a London Transport trolleybus and sabotaged by vandals who poured tar into the engine. It was later sold and went to the USA with that dreadful replica charabanc body.
- Page 63 – Final deliveries; Wilts and Dorset's last two had bodies with sloping windscreens (this is from memory of a photo I've seen which has never subsequently surfaced). The effect was similar to an LTI Lion.

The whole subject of rebodying is fascinating (as with Leyland Titans!). Some were very convincing as “new” vehicles, though rather grotesque and sad when disguised with Bristol radiators and Gardner 4s or 5s. Obviously the giveaway was the radiator and to my mind the only successful replacement was that used by Wilts & Dorset.

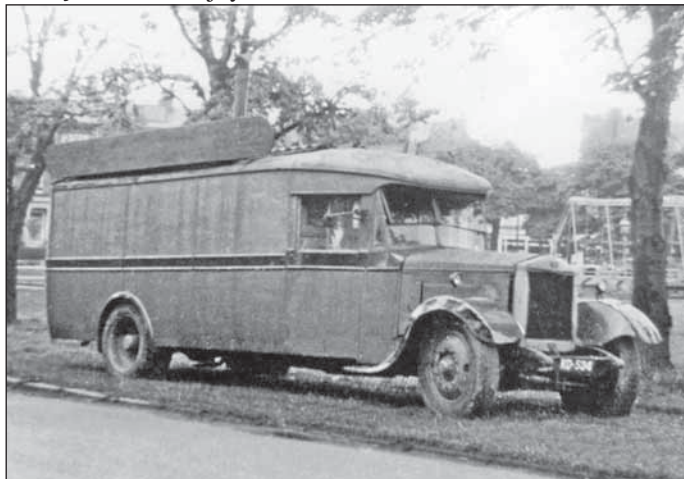
Rebodies retaining the old radiator couldn't help looking old, but still better than the vast chrome job on the Eastern National Lion, which actually swelled out at the bottom and, like the dreaded Cov-Rad, was too long. However, the final item to reveal the true age was the wheels – not perhaps noticed by most passengers, but so typical of the 1920s and unlike the fatter, flatter, low-pressure later tyres. Did any company spending large sums on new coachwork ever consider this feature? Well, who would ever notice?!

- Page 75 – Finally, the lovely shot of Jersey Motor Transport, ex-Glasgow, **GD7574**, is not my photo; indeed it had gone before I went to the Enchanted Isle. It is by GF Ashwell and on the back of my print is written “Sold to JM Motors, Holloway, and seen at Wembley 1946 in JM Livery”.

So, thank you again for the book – I look forward to the LT Lion story!

Various other comments and a few corrections

There has already been a very favourable response to the book with some very encouraging comments. **Roger Warwick** tells us that not all of the United Counties Long Lions rebodied by Willowbrook and “modernised” with Bristol radiators received Gardner engines, including **RP 6949**, the one depicted on page 70. **Mike Sutcliffe** came across this picture of the ex-Barker & Dobson LC1 Lioness van on eBay, now with a showman, which confirms that the registration was **KD 534** (and not **KD 532** as shown on page 53). One other registration number that needs correction is in the trolley bus photo caption on page 44 which should read **CK 3898** (not **4898**). **Gerry Bixley**, who also enjoyed the book, has noticed that Crosville “250” (see page 18) does



The ex-Barker & Dobson Lioness.

(Leyland Society Archive)

not have equal window spacing – the two rear-most windows are longer than the others (*absolutely correct Gerry, and this applies to the “Red Lion” and probably the “Green Lion” also – Ed.*)

For your/our in-dulgence, here are a few more Lion photos which didn't get

into the book; we now have a large number in our Archive and it's difficult not to include them all! Have you bought your copy of the book yet? – If not, please order one direct from the Society, from David Berry, address inside front cover, cheque for £14.95 (incl. P&P) payable to The Leyland Society Ltd please.



A delightful picture of an LSC1 Lion (chassis 45207) at Portstewart Station, looking rather tired and operated by the LMS Northern Counties Committee, Belfast. It had been new to Bell & Paisley. (Omnibus Society Archive)



This less attractive and rather heavy-looking Long Lion (chassis 47929) was operated by New Empress Saloons in the City livery of two browns and cream. Its roof is reminiscent of the rebuilt bodies on the United Service Transport Lions – was there any connection? (Omnibus Society Archive)

THE LEYLAND COMET

A new Chassis List, no. C1503, from the PSV Circle

The PSV Circle have recently published a new Chassis List for buses on Leyland Comet and other Leyland post-war truck chassis (Price £12.00), available from the PSV Circle.

This is a major new addition to the records of Leyland products and a particularly difficult subject to cover due to the large number of Comets produced for export markets. It also demonstrates the enormous success of Leyland products overseas, particularly with the Comet and Leyland Worldmaster during the 1950s and 1960s. The Comet was very successful in truck form though these are outside the scope of this book.



One of the 18 Duple Vega bodied coaches, only recognisable as a Leyland by its height and the hub caps. ODK 180 was new to C Holt & Sons, Whitworth, ECPO2/1R chassis 544969, line no.488.

(Leyland Society Archive)

petrol engine) were built with bus and coach bodies, mainly in 1949/50, these being semi forward control, with a 17ft 6in wheelbase, and being called the Comet 75.

In 1954/55, 18 forward control ECPO2/1R Comet 90s were built for the home market, all with Duple Vega coach bodies, with 16ft 11in wheelbase and the O.350 5.75 litre 6 cyl. oil engine.

This is a really excellent book for those who are interested in records of Leyland production.

Your editor has two questions to ask:

- There appear to be very few petrol Comets in the UK – presumably larger numbers were built for export? Was the petrol engine virtually identical to the diesel engine, and if so, surely it would have been over-engineered in respect of the crankshaft and bearings? Also with a completely different cylinder head?
- There were a handful of 30ft long Comet coaches – surely they must have had an extended wheelbase? If so, what was it?



R Store (Reliance), Stainforth, operated this Barnaby bodied Comet CPO/1, chassis 493966, line no.96. (Leyland Society Archive)



An unusual Comet artic, NUW 129 - it would be interesting to know what this 1953 Comet ECO2/5R was delivering to the Vauxhall Motors factory in February 1966. Judging by the deflection of the bed of the single axle trailer it looks to be heavy! Originally built for Shell Mex & BP, it has a front mounted silencer to comply with Petroleum Regulations. (Peter J Davies)



Leyland Motors once used an advert that said "When you bury a tram, mark the spot with a Titan". That looks as though it may be appropriate here, but although both Reading Corporation and the Thames Valley Traction Co. ran Titan TD1s, it was trolley buses that eventually saw the demise of the trams. This Titan, with its owner's name proudly fastened to the radiator top tank, was TV no. 204, RX 5566, new in February 1930, with chassis no.70959 and Leyland "Titan" L27/24RO body. It had already lost its Coat of Arms from the top of the Titan badge and by 1949 was recorded as having travelled over one million miles! The photograph was one of a batch of nine early 1930s Reading/TV photos recently acquired by Fraser Clayton and if any reader wishes to obtain copies, your editor can put you in touch with Fraser.

ODD BODIES !

Feature edited by Gordon Brooke All correspondence to Mike Sutcliffe

Thanks to Roger Barton, Chris Beer, John Bennett, Colin Bull, Allan Condie, John Dalzell, Maurice Doggett, Mike Fenton, Peter Greaves, Tony Hall, Michael Hampton, David Hawkins, David Hurley, Martin Ingle, Paul Lacey, Mike Mogridge, Harold Peers, Michael Plunkett, Mike Sutcliffe, Richard Teesdale, Alan Townsin, Peter Tulloch, Garry Ward and Roger Warwick – (24 people – excellent!)

Leyland Comet and Leyland PD1 on Trade Plates (Torque No.63)

This turned out to be not two but three for the price of one and produced a big response. It seems that the photograph was taken outside Earls Court at the time of the 1948 Motor Show.



The Comet is thought to be an ECPO/1L with Harrington B--F body, chassis No. 484017 (Line No 2), which was bought by AJ Saad & Fils, Baghdad, Iraq, entering service after the Show. This is noted as an experimental chassis. The picture (*top left, opposite supplied by David Hurley*) shows how a very imaginative artist thought it should be advertised to potential customers. I hope no-one was too disappointed when they saw the real thing.

Everyone agrees that the body of the PD1 was by Strachans and one of a batch of 9 which was supplied to Western SMT (registered **CCS 403-11**) or 6 which went to its subsidiary, Greenock Motor Services (registered **VS 4366-8/4866-8**, which no doubt caused endless confusion). The latter were later transferred to WSMT. On a better print of the photograph the end of "Services" can be seen on the lower deck panelling meaning that this was one of the Greenock MS batch. The construction of the Strachans bodies was not a success and they literally fell apart in less than four years, primarily because the metal framing was too lightweight causing body flexing which manifested itself in rivets literally popping from the body panels. This resulted in all of them being rebodied by Eastern Coachworks in 1952. The photographs show one of the Greenock batch, **VS 4867**, with its original body (*from Allan Condie – note the rather crude application of the fleet name*) and below that, similar **VS 4367** after rebodging (*Leyland Society Archive*).

The third vehicle on the extreme right created a lot of interest, though not a Leyland! It had a Duple body on a genuine Maudslay chassis as can be seen from the "M" on the hub. (**HHP 755** which was used as a Maudslay demonstrator at the time was actually an AEC Regal and had AEC hubs.) There were three genuine Maudslay/Duple demonstrators but only **HHP 756** matches the one in the photograph since it was the only one to UK specification.

Davies, Leyland Titan TD1, WW 6797 (Torque No.63)

Several people provided detailed information about this bus. The chassis (70075) was new in 7/28 to Todmorden Corporation (hence the Yorkshire "**WW**" registration, Todmorden being on the very edge of the West Riding at that time) as fleet No.5, registered **WW 6797**, with a Leyland L27/24RO body. The vehicle, or possibly just the chassis, reached H & W Davies, Summerhill, Wrexham, via Young of Paisley, then Paisley and District, in 11/44. The body seen in the photograph was by Strachans, H29/24R, new 6/32 on a Dennis Lance II chassis to Salford City Transport as No.102, **RJ 608**, which passed to Broadhead (dealer) in 1945 and to Davies in 1946 who fitted the body to the TD1. The accompanying photographs (*right hand column above, top BCVMT L004510, the other from the OS Archive*) show the bus with its original Leyland body, the ex-Salford body on its original Dennis chassis and, judging by the alterations, a later view of the bus with Davies.

Leyland Lion LSC3, YV 5406 (Torque Nos.57, 58, 62 & 63)

Michael Plunkett adds that **YE 9650** had chassis No.45515 and points out that the Blue Belle Motors' Lion, **YV 5500**, had a Harrington body and chassis No.46550.

(Unknown), Leyland Tiger TS1 or TS2? CK 4120 (Torque Nos.61-63)

According to Michael Plunkett's records, **CK 4120** was a TS2, chassis No.60481, new to Kirkham, Preston. So we now have two possible chassis types, three possible first owners and three possible chassis numbers for this vehicle. Could it be time to admit defeat on this one?

Regarding the picture of Titans at the Grand National, which appeared under this heading, Michael notes that the taller vehicle down the line is an AEC NS double decker of Waterloo and Crosby. (I think you will need your specs on and/or a magnifying glass to see this.) Mike Sutcliffe confirms the ownership of the AEC NS and adds that it had a cranked frame, therefore the photograph shows how low a Titan really was. The light coloured Titan next to the NS is one of Scout's, Preston, and the full-fronted Gilford 168OT is probably one of Imperial's.

Pye's Motor Tours, Rhos-on-Sea, Leyland Tiger, BTU 257 (Torque Nos.62 & 63)

Peter Tulloch completes the history of Pye's Motor Tours and tells us that they sold their remaining operations to Hancock's (Old Colwyn) Ltd in June 1965. Three coaches remained in operation at that time - **GUN 2** Foden PVFE6 (29648) Metalcraft FC33F, **DHF 669** Bedford SBG (45233) Duple C41F and **NUN 754** Bedford SBG (47134) Yeates C41F all of which saw service with Hancock's.

Val(l)iant Leyland Royal Tiger PSU1, WMT 321 (Torque No.63)

The firm was Valliant (with two "l"s) Coaches, London W5. The original owners of the business were the Valli family, hence the unusual spelling. It was a Leyland Royal Tiger PSU1/15, 510041, new in 7/51 and one of four, with yet another Strachans body (51810). This was C41C or possibly C39C. Roger Barton has consulted Chris Beer, who has a collection of photographs of this batch of Royal Tigers in original condition. Roger says that when new "these featured a rather ugly front end with



shallow arched windscreen and with a car-type grill set in a huge sort of mouth". This can be seen in the accompanying photograph and you can judge the design for yourself. It is possible that **WMT 321** may have received a rebuilt front

(David Hurley)

end following accident damage or maybe the Valli family did not think much of Strachans' design. **WMT 321** was withdrawn c1960 and passed to JJ Raisey & Sons, Grendon Underwood, Bucks, by 11/60, to their successors EV Gostelow, Grendon Underwood in 6/61 and to Holmes, London SE15 in 3/63.

Pride of the East, Leyland TS1, MS 8671 (Torque No. 63)

There was a large response for this vehicle and much detail is known about it. It began life in 6/29, new to Scottish General Omnibus Co. of Larbert, a TS1, 60527, Cowieson C30F, where it was fleet No.236. The Scottish General fleet passed to W. Alexander & Sons 12/6/30 and they renumbered it P14. In 9/35 it received a new Alexander body, C32F (1409), although it is suggested that this might be best described as dual purpose. It did not last long with Alexander after this, as it was withdrawn and sold to GJ Dawson (dealer), London two years later in 10/37, one of 50 similar vehicles sold to Dawson at the same time. They sold it to Pride of the East, who sold it to an unidentified owner 8/38 who in turn, sold it to D T & R Davies (Cream Line Services) of Tonmawr in 12/38. Following the tradition of selling **MS 8671** quickly, Davies sold it after three months to W Carins (Bluebird) of Middlesbrough, after which nothing further is known. This sequence of owners seems unlikely, but that is what is recorded!

Clearly, the radiator seen in the photograph is not CovRad. It is said to have used LT5B type top tank and sides and has a profile possibly unique to Alexander. It is generally thought to be a great improvement on the CovRad style.

It has been pointed out that the Alexander body was to their mid-30s standard design (apparently 100+ were built). However, since not too many people are that familiar with 1930s standard Alexander designs, here is a photograph of Leyland Tiger TS7, **WG 3451**, with a similar body, where more detail can be seen.

Incidentally, no-one has tried to explain the soldier on the roof! (or where it may have been photographed)



(Allan Condie col)

NEW ITEMS

Pye's Motor Tours, Leyland Tiger PS2.

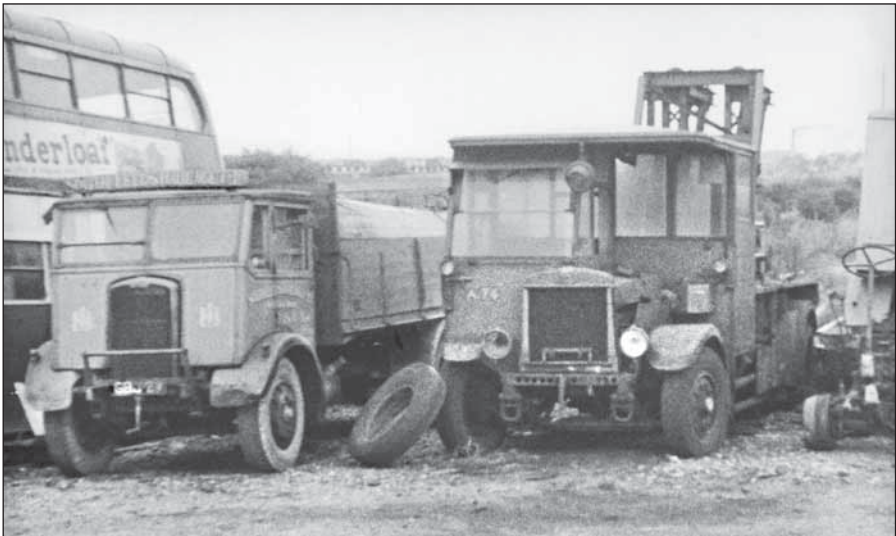


(Mike Sutcliffe Collection)

Something a bit younger this time from this interesting operator. Pye's seemed fond of fins to the extent of having one on the front of this one with their name on it. I can't decide whether it is showing its "teeth" in anger or smiling at its passengers. Who built the body?

Leviathan

Could this be what is left of a Leviathan? I believe that the photograph was taken in Leeds (North's?). There is not much to go by but it does say "A74" on the front of the cab. Having discovered the incredible depth of knowledge of some of our members I half expect to be given details of the other three "remains" in the picture as well.



(Leyland Society Archive)

Age Concern Coventry, Leyland Swift, C129 VDU

Here is a change from the normal run of things. What is underneath this unusual-looking body? It does carry a Leyland badge so it could be a Swift.



(Roger Warwick)

Bere Regis & District, Leyland Tiger PS1, DBA 451

The designer was obviously keen on the latest “streamline” look but not too bothered about the passengers at the back being able to see where they were going. Perhaps he thought that their minds would be on other things! There is a possible clue to the location with “Head Office ...Christchurch Bournemouth” on the shop across the road, and it was photographed with the sun directly behind it!



(Leyland Society Archive)

F. R. SIMMS and the connection with LEYLAND MOTORS - PART 2

By David Berry
(with additional information from Bruce Macphee
and Mike Sutcliffe)

In part 1, we learned that, from comparatively humble beginnings, Frederick Richard Simms had the ability to understand and develop technological advances and marketing strategies that would be the cornerstone of what was to become one of the world's largest automotive electrical component suppliers. On his retirement in 1935 at the age of 71, he left a company renowned for the accuracy and dependability of its products, with a service network spread across the world. Little did he realise how much this country would need the services of the organisation he had masterminded.

Shortly before his retirement, he introduced the "Uniflow" injection pump, and significant experience was gained in production techniques and reliability issues. At that time, the market was insufficient to effect a commercial success, so the decision was made to halt expenditure on further development of fuel injection equipment. It should not be forgotten that Simms were still producing magnetos for military applications as well as a wide range of ignition and electrical components for the automotive industry. Just as this decision was made, a substantial and critical order came from Leyland Motors for 10,000 injectors; a Leyland design to be developed by Simms, who had the engineering capabilities to produce large quantities of extremely fine tolerance units (until then, it is thought that all Leyland oil-engines had been fitted with CAV-Bosch injectors).

This order must be seen as the fulcrum point in Simms' continued development of injection equipment. The somewhat expensive "Uniflow" pump was replaced a year or two later by the PA, a new design with a detachable top, which allowed pump elements to be changed without disturbing the cambox; this featured in all subsequent Simms pumps. As an option to the CAV BPE6B, the Leyland "8.6" oil engine could be specified with the Simms 6PA1B, probably the first time that Simms pumps were fitted to Leylands. The PA proved highly successful, and became a standard component of the AEC "Matador" artillery tractor and AEC-engined tanks (Leyland tank engines had CAV pumps with combined pneumatic-mechanical governors, as did the Hippo Mk.II G.S. Truck, although this did have Simms electrics).

During this time, Simms became involved in manufacturing spare parts for marine diesels, both Merchant and Royal Naval, as many were originally from German makers and, of course, spares were no longer available. This allowed Simms to learn from their competitors and enabled them to develop fuel injection components at a lower price, more acceptable to the customer, keeping the market



The 1939 sales brochure for the Leyland 8.6 litre oil engine quoted the Simms fuel pump for goods models such as this Rochdale registered Octopus TEW15D, chassis 303001, supplied to the Whitworth Friendly Co-operative Industrial Society in April 1939.

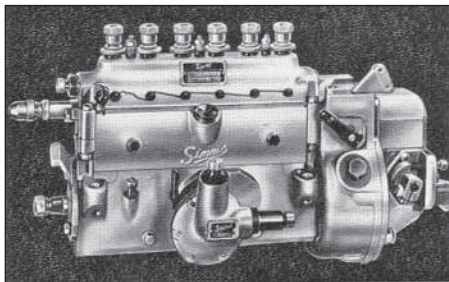
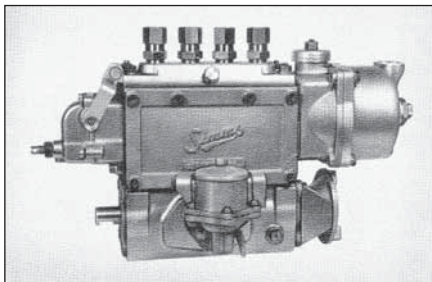
(BCVMT L023612)

buoyant so that, at the end of hostilities, the Simms diesel equipment range was ready to meet demand.

Throughout the war, Simms continued to develop a wide range of automotive equipment and, after long periods of research, the Simms axial starter was developed and proved to be a huge success, 12 and 24 volt variants of the 6 inch unit are still going-strong today, probably due to the low weight of their pinion assemblies and that they almost completely enmeshed with the starter rings before the secondary contacts cut-in to provide full power (in some cases a 24 volt “exciter” was employed on a 12 volt starter but was soon replaced by a full 24 volt system with a solenoid).

Frederick Richard Simms died on 24th April 1944 aged 80, in the sound knowledge that his technical ability and entrepreneurial skills had been of enormous help to the war effort and that the Company would be ready for any technological advances the industry required. He had also taken a part in initiating The Automobile Club of Great Britain, later renamed Royal Automobile Club (RAC), and The Society of Motor Manufacturers and Traders (SMMT), both of which continue to serve the industry and users to this day.

In 1945, the designation of Simms pumps changed, becoming directly comparable with those of CAV; the 6PA1B as fitted to the “8.6” would have become SPE6B70 (Simms Pump Enclosed-camshaft; 6-cyl; B = 10mm stroke; 70 = 7mm diameter plungers). Following the war, Simms continued to develop their diesel



Left, the Simms SPE4A fuel pump for 4-cylinder engines. Right, the SPE6B pump with mechanical governor as fitted to Leyland-engined Scammell and Bristol lorries of the 1950s, also optional on Leyland's heavy goods range.

injection equipment range, providing value for money and economy in running that competitors were finding hard to match.

In 1950, Ford of Dagenham placed a “sole supplier” order with Simms for their new Fordson Diesel Major tractor. The pump was SPE4A, a smaller unit (7mm stroke) and to a different design. Whereas the SPE_B had the usual toothed rack and quadrants, SPE_A had a square-section control-bar carrying adjustable forks which engaged with arms integral with the plungers, thereby turning them to control fuel admission. This engine was also offered in Ford's trucks (Thames 4D) and



An attractive Duple-bodied Leyland Tiger Cub PSUC1/2 of early 1960 (chassis 596827, line no 952) operated by Pennine Motor Services, Gargrave, the well known and much appreciated operator that unfortunately has ceased operations in May this year.

(Mike Sutcliffe)

soon BMC introduced their OEA 3.4 litre engine, which used the same pump. A feature introduced to SPE_A pumps was the long-dwell, non-reversible cams, which countered the habit of some engines running backwards! Simms had become the world's largest producer of injection pumps for 4-cylinder engines, based on the quality and reliability from their earliest days and more recent war production. Leyland Tiger Cubs initially had SPE6A pumps incorporating automatic excess-fuel devices, activated each time the engine stopped, due to fall-off in lift pump pressure. All of the above had pneumatic governors, although Ford and BMC later specified all-speed mechanical types.

Throughout the 1950s, both Leyland and AEC dual-sourced electrical equipment and, to a lesser extent, fuel pumps. Leyland O.600-engined goods chassis were offered with either CAV pumps with pneumatic governors or Simms SPE6B with 2-speed (idling + maximum) mechanical governors. Military Hippos with O.600 engines had Simms pumps and so did the Leyland-engined Bristol lorries. Most post-war Titans up to 1953 had CAV pumps with combined pneumatic-mechanical governors. (London Transport evidently had trouble setting the idling on these, which begs the question of why they didn't opt for the Simms with their 2-speed governor)

To maintain standards and development of future products, Simms introduced a huge training scheme for production and service personnel throughout their entire network, so that their products could be maintained to the highest standards, whatever their application or environment. Simms' Central Instruction School was held in high esteem throughout the automotive industry and staff who had successfully completed courses were guaranteed positions at other organisations, should they decide to move on. Not only did Simms provide employment and education, they had a range of structured social activities, athletics and swimming being two that the inhabitants of Finchley frequently enjoyed.

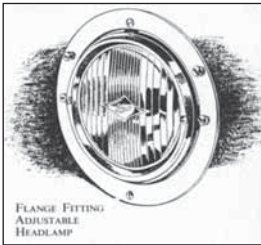
As with all engineering based companies, expansion is key to satisfying worldwide demand and so Simms, under the direction of Chairman and Managing Director Mr G.E. Liardet, (*see note below*) continued to expand their premises at Finchley with a dedicated drawing office, engineering offices, diesel laboratory, metallurgical laboratory, electrical laboratory, experimental machine-shop and of course an engine test house. (*The surname Liardet is very unusual and, while Mr G.E. Liardet was the M.D. of Simms, it would not be too great a stretch of the imagination to assume he was related to Mr A.A. Liardet of Leyland Motors fame; further research is needed – does anyone know of any connection?*)

In 1954, Simms acquired a controlling interest in Horstman Ltd of Bath, well known for camshaft production and gear cutting. This was the first of a large number of post-war acquisitions by Simms. Similar companies such as Girling, Rotax and C.A. Vandervell (CAV) had long since been swallowed up by Lucas who were keen to distance themselves from munitions and other military contracts, diversifying into something of an eclectic mix of industries. Simms, however, seemed to concentrate their efforts in tried and tested fuel injection and ignition products.

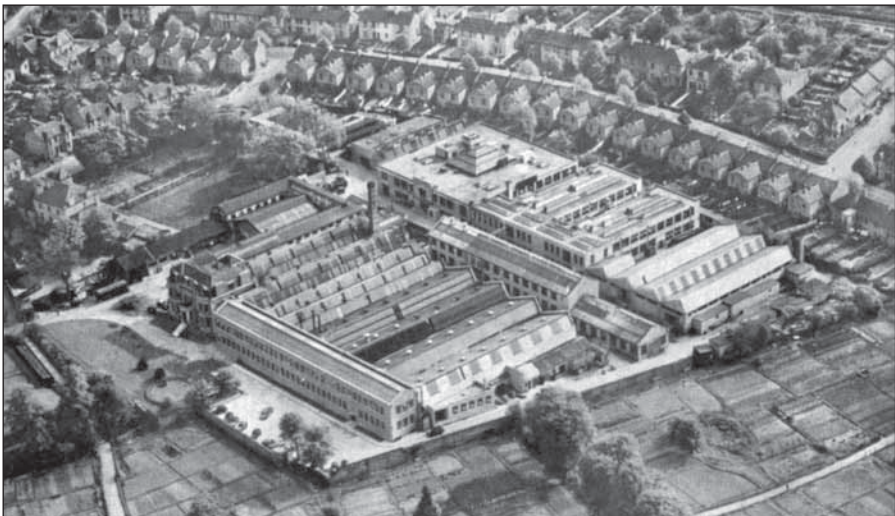
In the late 1950s, the SPE_A had developed into the Minimec, an even more compact design with an all-speed mechanical governor; this became standard fitment for the Leyland 400 range, actually being badged "Leyland". Minimec was later joined by Majormec for larger outputs.



As time progressed, industrial unrest was to take its toll, and Simms became an integral part of the Lucas-CAV conglomerate, later to be renamed Lucas Diesel Systems Ltd. This was itself subsequently taken over by the American company Delphi Inc, as part of the Delphi Powertrain Division. UK facilities were in Gillingham (Kent), Park Royal (London), Sudbury (Suffolk) and Stonehouse (Gloucestershire), with international depots in Spain, Turkey, India and Korea. Following the Lucas-CAV takeover, Minimec and Majormec became the only two in-line pumps available from the group, the only former CAV design then being the DPA.



The 30,000 square foot headquarters building in Finchley was eventually run-down and closed in 1991, to be replaced by a housing development with a garden named after F.R. Simms. There is also a blue disc attached to a railway arch in Ranelagh Gardens, adjacent to Putney Bridge Station, which states: "Beneath this arch was situated the first workshop of Frederick Richard Simms 1863-1944"; unusually, the blue disc is surrounded by the additional words: "FATHER OF THE BRITISH MOTOR INDUSTRY" - a particularly high accolade and one which, I think, is richly deserved.



The Simms factory, circa 1955

MY INVOLVEMENT WITH LEYLAND

By Jasper Pettie

(Jasper will be best known by our readers for his involvement in the field of bus preservation, and particularly the Scottish Bus Museum at Lathalmond. This story is not easy to illustrate with photographs, so we show two of the many Leylands that he and colleagues have saved and restored over the years and no doubt this will be the subject of a more detailed study in due course – Ed.)

In 1967 I qualified as a Chartered Accountant after a five year apprenticeship and, after several years abroad, entered the employ of the Scottish Bus Group, rising in stages to become Group Secretary by the late 1970s.

The first signs of storm clouds looming ahead appeared in the early 1980s with the publication of the White Paper on the Bus Industry which led to the Transport Act 1985. This resulted in deregulation of the industry from October 1986 and the eventual privatisation of the National Bus Company and the Scottish Bus Group. By 1988, we had been waiting for a decision from the Secretary of State as to the fate of SBG for over a year – privatisation we knew was on the cards, but we felt confident that our lobbying would result in the Group remaining as a whole, unlike the National Bus Company which had been split up into its constituent companies and sold piecemeal. But, it was not to be. The announcement came at the end of May – the Group would be split up and sold, company by company.

This came as a bombshell. It seemed the plug was about to be very possibly pulled on my career in the bus industry. There would be no need for headquarters staff after the Group's subsidiaries had been disposed of and suddenly, for the first time, I was staring redundancy in the face. However, I thought there might be a possibility of a transfer to one of the operating companies if a vacancy arose, but I now had to deal with much more pressing matters. All senior staff at Group HQ and operating companies were interviewed and generous severance packages were offered to those over a certain age. I was still in my mid-forties and nowhere near ready to hang my hook yet, and so I accepted an offer to join Midland Scottish as Finance Director and Secretary, replacing the former incumbent who had elected to take early retirement. January 1989 saw me take up my new duties at Falkirk.

The process of preparing the operating companies had begun, but it proceeded painfully slowly. The powers-that-be were encouraging employee/management buy-outs although these would compete with bids from outsiders. We quickly determined to mount a bid for Midland and wasted no time in appointing advisers and financial backers.

Eventually, a timetable of disposals was drawn up and we were third on the list. We duly submitted our bid and, after what seemed like an age of waiting, we were bitterly disappointed when we discovered we'd been pipped at the post by an outside party. After the new owner (Grampian Transport, now FirstGroup) had taken over, I lasted a mere six weeks under the new management before leaving the bus industry entirely, towards the end of 1990.



SO3740, a 1929 Leyland Tiger TS2, 60381, rebodied with 1934 Alexander B32F body when fitted with an 8.6 oil engine. Found as a static caravan at Newmill, Banffshire in 1974 and restored to 1934 condition.

All was not lost, however. I had learned a great deal during the buy-out process and had built up an excellent relationship with our advisers and backers. It seemed a shame to let this slip away and, having teamed up with the former Engineering Director, within a few months we had identified a small engineering company in the east end of Glasgow whose

owners wished to sell up. Using our contacts and experience, we mounted a bid for the company which was successful and we took over at Easter 1991.

The company, although engaged in general “metal-bashing”, specialised in tube manipulation, products such as exhaust pipework and chassis cross-members, largely for the automotive industry – and Leyland DAF in particular. Some 40-50% of our output went to supplying the Leyland DAF assembly line as well as its aftermarket.

Unfortunately things were not going well at Leyland. During 1992 we noticed a worrying falling-off in orders, which got worse as the year progressed, until that fateful day in February 1993 when suddenly it was announced that the plug had been pulled and the administrators had moved in. We realised we were not going to be paid for the previous six weeks’ product. This meant that we followed suit into receivership a week later.

Looking back, I can say that this was one of the worst moments of my life. At times like these you discover who your friends and foes really are. Fortunately we were able to count on the backing of virtually all our other regular customers and, spurred on by this, we put together a business plan which we dubbed “Life without Leyland DAF,” and cobbled together enough finance to buy back our company from the receivers. Thus was born Thomson Pettie Tube Products Ltd. We were up and running again – but we faced an uphill struggle.

The first bit of luck in our favour was the re-emergence of Leyland DAF in the form of separate buy-outs. A new company, Leyland Trucks Ltd, took over the assembly plant, another, Multipart Solutions, the aftermarket spares supply, yet

another, LDV, the van division, and finally, Albion Automotive based in Glasgow, manufacturing axles and gearboxes – and all wanted to do business with us! This was truly the icing on the cake.

For the next few years we were “on a roll”. An acquisition of some of the assets of a competitor now also in receivership saw a move to their premises in Carluke, Lanarkshire, and further acquisitions followed south of the border. From a small metal-bashing outfit with 30 employees, we were fast becoming a major player in the automotive industry employing over 250 people in five locations throughout the UK.

Our production methods tended to favour short-run batches rather than mass-produced components. This particularly suited Leyland Trucks, and we became involved in the design as well as the manufacture of chassis cross-members for the Army GS 5-ton truck, intended to replace the T-series Bedfords (ultimately it didn't, but that's another story). We would receive weekly updates of quantities of specific parts required for the following four weeks, and it always baffled me how these could change dramatically in content; there seemed to be no end of options available for exhaust systems to suit individual customers. Multipart Solutions however proved to be the biggest customer of the four, by far, and it was with them that we developed a bar code system for each part number which we eventually rolled out to all our customers. One problem was surface rust on steel pipework, if not used immediately, and we solved this by installing a powder coating facility, which surprisingly took some time to gain universal acceptance. It was clear that exhaust pipework manufacturers were not expected to be proactive in adopting new technology – we even encouraged our customers to send their order schedules by the then new medium of e-mail.

Thus the re-emergence of the once-mighty Leyland empire into leaner and fitter successors played a not insignificant part in our success story. Unfortunately I was not to play a part for much longer as I left the company – but that's another story.



GE2446, Leyland Titan TD1, 70203, Leyland L27/24RO, new 1928 to Glasgow Corporation, being one of a batch of 100. Found as static caravan in Eynsford, Kent in 1987 and restored with a virtually new body by 1994.



MY AFRICAN WORLDMASTER

By John Fallon

As a young man in the mid 1970s, I set off on a planned round the world working holiday. My first call was in South Africa where I got a job as a bus driver with the local bus company in Edenvale, where I lived at the time. This was a town just outside Johannesburg, from where the buses ran a service to and from the big city. They ran mainly a frequent peak-hour commuter service, with a reduced basic service running during the day and only one bus out at night and on Sundays.

The magic was that I was soon allocated my own bus. This was a 1967 Leyland Worldmaster ERT2/1. What a superb machine it was – a solid, reliable, predictable Leyland. It had a 5 speed semi-automatic pneumocyclic gearbox, a heavy worm driven rear axle, the big flat steering wheel and the well tried O.680 engine. It made all the expected Leyland noises. The entire fleet of around 25 buses were Leyland Worldmasters, with a few older integral Olympics. Two of the Worldmasters were brand new, but these were geared for city work and really screamed along in top unlike my own bus which could do around 55 mph. I also had my own

My bus, POTS 429, in Central Johannesburg, 1975. (Alan Strang, all other photographs by John Fallon)

weekday shift and so I got to know all my regular passengers. It was a brilliant job. Driving my own Leyland was probably the reason why I never completed my trip.

I drove this bus for 18 months and it only let me down once. These buses had a local modification whereby the engine air intake was a mushroom shaped dome filter under the driver's seat. This provided cleaner air for the engine rather than from the usual location under the floor. One winter morning on a commuter run into Johannesburg I was aware that the bus was not pulling as well as usual. As I approached the city centre it began to get worse then when I was stopped at a set of traffic lights it cut out. I got it started but it refused to idle. It had been a cold morning and earlier on, I had been wearing a light Eastern Scottish uniform jacket that I had taken with me from Scotland. My jacket had been placed on the back of the driver's seat but this had fallen off onto the floor and was being sucked into the air intake. A simple removal of the jacket from the air intake and the bus was "repaired".

On one memorable day, I did an all-day private hire with the Leyland to the north of the city of Pretoria to visit a diamond mine. It turned out that the party were a group of 40 young ladies aged 18-22 who were on a **two** week guided vacation from an American college. Well, I thought I was in heaven. To my complete surprise, at a set of traffic lights in the centre of Pretoria, the girls did an impromptu "round the bus". This, apparently was a typical American thing at the time and the idea was that, having just stopped at the red lights, everyone gets off, runs round the bus and



POTS 445, TDL 3929, was an earlier Worldmaster ERT2/1, chassis 582175 (line no.698) with AB&C B65 (3+2 seating) + 16 standing body.



POTS 429, TDL 11901, was a Worldmaster ERT2/1, chassis 802007 (line no.1905), new in 1970 with Crown B64 (3+2 seating) + 24 standing body, in Edenvale.

gets back on again before the lights changed back to green. This was bizarre and they did it several times to my consternation – but wow, what a day out that was!

But what a brilliant bus the Worldmaster really was! Sadly, when the time came to replace the Olympics, German Bussings were acquired. The company wanted more new Worldmasters but as they were no longer available, Leopards were offered instead, unfortunately with an 18 month delay in delivery. The Bussings were already in-country with only a three week delivery. For me, the Bussings were poor Worldmaster copies and signalled my time to move on.

“My” Worldmaster was part of the PUTCO “European” operation. This was during the apartheid years when different races were segregated. I was totally naive of this at the time but I was happy just to drive a Leyland. PUTCO ran the service from Johannesburg to and from Edenvale and Pretoria. They also ran a parcel service between the two cities using Olympics modified as vans with doors in the side and only a few seats at the front.

My bus was 429 in the fleet reg. number **TDL11901**. I think it had a craftsman body made locally in Edenvale, but I may be wrong about this. It had 3+2 seating for 64 plus a further 24 standing and usually ran full to capacity during the peak commute. In 1973, the two new Worldmasters 441 and 442 had PUTCO’s own bodies which were usually built on their AEC Kudu chassis; 70+30 standing I recall. The Edenvale service used letter boards in the windscreen to identify the routes; A,



POTS 441, TDL 20085, a later Worldmaster, model ERT2A/1, chassis 7103870 (line no.2007), new in 1971 with Crown B70 (3+2 seating) + 23 standing body.

B, C and D. There was some contract work and off peak hires kept the Leyland busy.

The photo of the Worldmaster lorry is part of the Johannesburg Municipal Transport (JMT) fleet where it was used to carry poles for the trolleybus system. It had a central cab so that poles could be carried either side. Again, a dreadful photo but perhaps someone may have a better image?



A so far unidentified Worldmaster in use by JMT as a pole carrier

POTS (PUTCO Operating & Technical Services Ltd), Edenvale, was a subsidiary of PUTCO (Public Utility Transport Corporation Ltd.) and provided just a handful of European services near Johannesburg. PUTCO was a private company (its origins being with Italian immigrants to South Africa from 1945) – Thanks to Don Hilton, John Shearman, David Corke and Peter Tulloch for the additional fleet details. Perhaps this could lead to further information and perhaps more about the Leylands of PUTCO? – Ed.

LETTERS TO THE EDITOR

South Midland Tiger PS1/1 – from Cyril McIntyre

With reference to Paul Lacey's article on the South Midland PS1/1 coach - I recall seeing this rebodied coach at the CIE, Capwell bus depot, in Cork, during the summer of 1958. It was painted cream with a green flash and South Midland fleetname in green lettering. It may also have operated in Ireland in 1959. When UK operators were first licensed to operate Irish tours in 1958, almost all of those who used their own coaches made arrangements with CIE to have their coaches parked overnight, including refuelling and cleaning, at CIE bus depots or railway stations. Other operators whose coaches I remember seeing in Cork included Northern General, East Kent, Ribble, Wallace Arnold and Southdown.

Mike Sutcliffe adds – The arrangement between CIE and South Midland Motor Services must have continued for some time as I encountered a Bedford SB of SMMS on a visit to Ireland in 1965. Digressing slightly, readers may like to see this little gem, now securely in the Leyland Society Archive, of another Tiger PS1, EAY 180, chassis 462853, with second hand ECW body ex-North Western Road Car Co, this time with Windridge, Sons & Riley Ltd (t/a Comfy), Ibstock, Leics. The company was sold to H Bircher (t/a Victory), Ibstock in 1948 and the Tiger was fitted with an attractive new Yeates C35F body, in 1950, later be taken over by Browns Blue, Markfield.



Leyland Society Archive



EAY 180 after rebodging by Yeates, photographed in 1957.

(Mike Sutcliffe)

Crompton Leyland Electricars Ltd – from Keith Roberts

Following my letter published in the last issue of Torque, I have further details on the two midi-buses. Crompton Leyland Electricars Ltd bought two Leyland chassis, model 900FG. I don't have any chassis numbers, sorry (*being BMC derived chassis, we don't have chassis numbers either – Don Hilton*). They would have been supplied at the very end of 1971, or early 1972. I attach a photo of one bus on trial with different operators and this photo was taken in Leeds, when on test for the Dept. of Trade & Industry. The vehicle in orange livery became known as the "Clockwork Orange" after the risqué 1971 film of that name by Stanley Kubrick. I wrote a full article on these buses, which was published in "Classic Bus" June/July 2011 (page 14 onwards). I will try to find a photo of the Stokes electric car.



CWO 519K was one of the two Crompton-Leylands, bodied by Willowbrook, and badged as Morrison Electricar.

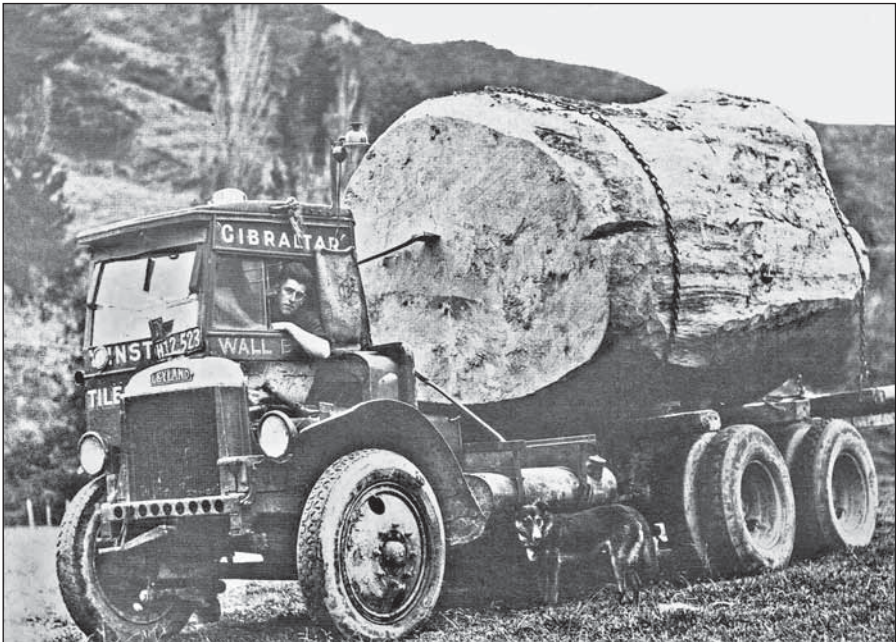
(Keith Roberts collection)

Old Leyland Lorry in New Zealand, from Viv Higgins, NZ

Greetings from NZ! I have recently acquired this picture of a Leyland truck, model unknown to me, working in the 1920s in the logging industry in Warkworth or Wellsford, which are about 1½hrs north of Auckland . The owners appear to have been the Winstone Wallboard Co, still going today. Wallboard is Gibraltar board, used to line walls in houses. My interest in Leylands is that my grandfather, Nathan Gallifant, had a half brother named James Allan Gallafant, (spellings vary), who left his Essex village in the 1860s and hitched up to Middlesbrough. The industrial expansion was happening, and his future at home as an “Ag Lab” was not looking good. After some time he set up his own transport company, and at one time had the largest lorry in the area! I have several photos of his vehicles, and had to add this NZ one to my family collection! I sent copies of the family ones to the British Commercial Vehicles Museum, and discovered a distant relative through this – wonderful!

The old gal. must have worked very hard in those days, but earlier bullock teams were used to haul the logs out of the bush. This is the land of ingenuity and lateral thinking, as stuff took so long to arrive here from UK in the early days, even if it was available. We talk of “No. 8 wire” thinking in NZ, as it was a strong wire made for fencing paddocks, but was made to do all sorts of other essential things, like washing lines etc!

(The lorry is a Leyland C type, 3 tonner, with an S3.30hp engine, originally on solid tyres. It has been converted to pneumatics (24in wheels on the front, smaller on rear) with an additional axle fitted, as well as the conversion to forward control. Very ingenious!– Ed.)



SALES & WANTS

Leyland fuel tanks – Two tanks, 55 gallon, from the 1950s period, fitted with a Leyland badged gauges. Originally used in a local factory to supply static engines used in a back up fire suppression system. Contact Garry Stewart at gstewart@onetel.com or call 07836 558652 (Cumbria).

Bristol LHS, 1982 - ESU 815X, Leyland 401 engine, chassis LHS388, with Plaxton 33seat body and express doors. Over £4500 spent including new exhaust system, Bendix clutch servo, 4 new tyres, cylinder head overhaul, injectors, accelerator master slave cylinder and pipework, alternator, 2 batteries etc. I bought this in 2002 with a CoF. It has been dry stored, drives well, restoration nearly complete, but needs an MOT, lack of time forces sale. Offers over £2500. For further information and photos. Please email tonyjbatchelor@hotmail.com or phone 07970277320



COVER PICTURES

Front Cover

Looking down at the vehicles taking part in the Leyland Festival procession in June 1951, the Leyland photographer (was it Ron Hall in those days?) captured a number of the floats as well as a selection of brand new Leyland products. This was a Leyland Beaver tanker before it was filled with “the black stuff”, gleaming in its new coat of varnished paint, with its Irish harp motif on the side. It may well have been one of chassis 511772/73, model 12.B1 Beaver with 15ft wheelbase, destined for a customer in June 1951, via Dublin Agents, Ashenhurst Williams.

(BCVMT L43070)

Back Cover

What a tantalising sight for the young enthusiast, determined to get a photograph of the prototype Leyland Atlantean, **281 ATC**, chassis no.562094, line no.1, with MCCW H44/34F body. This was of semi-integral construction and was known as the Mark III Atlantean, following the two prototype rear engine double deckers. It was exhibited when new at the Earls Court Commercial Motor Show in October 1956 where it caused a sensation, but was broken up by Leyland in September 1965 after having stood unwanted in the yard at Leyland. Your editor remembers looking over the wall at South Works and seeing its sister bus, 562095, line no.2, - desperate to get a picture of it, but unable to get near enough! That second Mark III was dismantled a year earlier in September 1964. Does any reader have a picture of this second Mark III?

(Leyland Society Archive)

TAILPIECE

A TITAN WITH A "LONDON LOOK" ABOUT IT



The Ortona Motor Co Ltd, of Cambridge, was an old established company, being formed in 1907. British Automobile Traction Co invested in the company in 1914 and after WW1, a high proportion of their new buses were of Leyland manufacture. The company came under Tilling and BAT control in May 1928 and in November of the following year they took delivery of five Brush H28/24RO bodied Leyland Titan TD1s, VE 2039-43, chassis 70859-63. This is one of the batch.

(Roger Warwick collection)

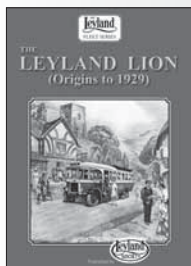
LEYLAND TORQUE

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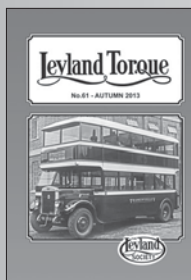


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