

Scammells at Northern Rallies

from Parry Davis

The Scammell Register at Ackworth

On the weekend of the 12th & 13th May there was a show with a stated Scammell bias at Ackworth near Pontefract in Yorkshire and Sheila and I “waved the flag” for the Register at this show. Despite it being advertised as a Scammell show, a combination of poor weather, the local Trading Standards Dept of the Council on PEP pills scaring off most of the scheduled traders together with cold, wet and windy weather resulted in a disappointing show with a total of only 5 Scammells in attendance, three of which are pictured in the colour section.



However, merchandising was on display together with general exposure of the Scammell Register and many thanks to Brian Carter for his time and efforts in assembling the fine collection of photos on the display boards. Due to the strength of the wind these actually had to be guy roped down to prevent them blowing over/blowing away!

Belvoir Castle

We were also at Belvoir Castle with the Register display. Dave and Andy Walker’s tractor units together with Member, Dave Stephenson’s ex-Esso Highwayman which is slowly but surely being restored to its former glory and is very much a “rolling restoration” are pictured in the colour section.



Two Explorers were of interest. The first is a very interesting rolling restoration of an ex-RAF Explorer, chassis number 8327, the last one of contract 6263. It has had the Meadows petrol replaced by a Leyland 680 and is now owned by Amos Bodsworth (son of Member, Mick) who plans to join in his own right. Amos has owned the lorry for 4½ years, but this was his first rally. Having bought the lorry and moved it to the family yard in Dartford, Amos relocated to

Staffordshire. Missing the lorry, he decided to move it North, and drove it from Dartford to its new home. The journey, split over two days, took 8½ hours at a stately 30 mph! Perhaps encouraged by this achievement, Amos is now planning to do Lands End to John O’Groats for charity!

The restoration is being done to an incredibly high standard but not necessarily back to manufacturer’s original spec - certainly the cab roof is extended forward of the windscreen line to produce a very different sun visor. Amos explains that this is purely practical as a means of preventing water ingress at the top of the screen and resulting potential for rot. Amos says that, mechanically, it is A1 and the main work now required is to the body.

As an interesting aside, on the first trip around the parade ring, the “older” man of the house was at the helm whilst second time around the ring his young lady partner, Hannah, was chauffeur together with sleeping 4 month old baby boy on the near side seat but just in case the baby buggy was beautifully perched on the body at the back. I have no doubt in saying that the Explorer could easily cope with the weight of this extra imposed load!

The second Explorer which was unloaded with assistance from Amos’ lorry is ex-British Army, and still retains it’s Meadows petrol engine. It is the pride and joy of a young lady, Susan (known to her friends as Andi) Fincher, who has recently joined the Register. She says that, having seen a video of an Explorer at work, some eight or nine



years ago, she just had to have one. She was also keen to “match” her husband’s Antar. Having saved up some money in the bank, it was only last year that she found this lorry at a price she could afford. She bought it just before Dorset last year and had just five days to get it running for the show.

As can be seen from the photos, the body has been removed and is now completely rebuilt ready to refit. However, before that, Andi plans to remove the cab. However, that will have to wait until she has finished building a Scammell shed and she plans to start this winter, once she is back from Dorset. She has promised an article and photos of the restoration.

The fact that the body had been removed when the lorry went to Belvoir Castle is almost certainly the saviour of the lorry. On the way to the show, the Explorer was travelling on the 32 wheel Dyson trailer being pulled by the Antar, when two trailer tyres caught fire. Despite the use of two fire extinguishers and all their supply of water, the fire continued to blaze. Andi was sat despondently waiting for the Explorer to go up in flames (remember it is still petrol!) when the day was saved by the arrival of two fire appliances. As she says, she would have been a really sad bunny if her pride and joy had been destroyed before it was even fully restored! The evening was completed when they were escorted down the A1, complete with rolling

road block, at a stately 5 mph, to a wider lay-by where the tyres could be changed in safety. All in all, a night of high drama!

As you will gather, Andi is as pleased as punch with her beloved Scammell, and displayed it with the off side front wheel well up the ramps of the said trailer just to show the articulation.

