

# Huntsman Ales



## Historic Commercial Vehicles Run

Bournemouth to Bath  
Sunday 7th September 1975  
Organised by  
the Historic Commercial Vehicles Club  
(Southern Area)

15p



**VEHICLES  
TAKING PART  
HAVE BEEN DIVIDED  
INTO THE  
FOLLOWING**

**CLASS A**  
commercial vehicles  
under 30 cwt.

**CLASS B**  
commercial vehicles  
over 30 cwt.

**CLASS C**  
single deck buses

**CLASS D**  
double deck buses

**Historic  
Commercial  
Vehicles  
Run**

- A1 HO 5252 FORD MODEL T. Built 1920  
Entered by A.R. Coats, Romsey, Hants. Found in a delapidated condition during 1956. This vehicle took three years to restore and attended many rallies before being laid up between 1962 and 1971.
- A2 JT 8785 MORRIS L. Built 1926  
Entered by C. Howe, Gillingham. Used as a timber-yard runabout in Crewkerne, laid up in 1939 and became derelict until bought in 1972 and restored by Mr. Howe.
- A3 OJ 213 FORD PICK-UP LORRY. Built 1932  
Entered by D. Lewis, Birmingham. Worked for over 25 years delivering boats on a trailer. Purchased by present owner in 1969 and all restoration work done by owner and wife in a small lock-up garage.
- A4 DCD 567 BEDFORD 12 CWT. VAN. Built 1936  
Entered by D. Geale, Worthing. This van has had only one previous owner since new. It has been completely stripped and rebuilt to present condition.
- A5 CUF 782 MORRIS M/8. Built 1936  
Entered by A. Brant, Bracknell. This 5 cwt. van was discovered in 1970 in a field in Sussex and has been almost completely rebuilt.
- A6 CNG 825 MORRIS 8 H.P. VAN. Built 1937  
Entered by G. Moulard, Wilton.
- A7 ELY 164 AUSTIN HEARSE. Built 1938  
Entered by A.W. Boddy, Poole, Dorset. Purchased by present owner for own private everyday use.
- A8 349 FKJ FORD GPW JEEP TRUCK. Built 1942  
Entered by J. Purdey, Colindale.
- A9 MPJ 779 FORDSON E83W 10 CWT. Built 1948  
Entered by J. Beard, Bow. Acquired in Nov. 1974 being unused for several years it required engine and gearbox rebuilds after returning to daily use.
- A10 DTK 64 BEDFORD KZ. Built 1949  
Entered by A.J. Mackley, Poole, Dorset. Built by Lee Motors (Bournemouth) Ltd. for the Dorset County Ambulance Service. Sold in 1962 to the St. John's Ambulance Brigade from whom it was purchased by the present owner in 1971. Now restored to 1950 livery.
- A11 ORU 463 FORD 5 CWT. VAN. Built 1953  
Entered by Miss M.T. Davis, New Milton, Hants. Owned until 1959 by the Southern Electricity Board, then spent 10 years with a farmer before being found and restored by present lady owner.
- A12 XAA 129 LAND ROVER S.W.B. Built 1953  
Entered by P.C. Powell, Southampton. Originally supplied to the R.A.F. with whom it served until 1959. This vehicle then spent seven years with a Southampton firm before being sold to Mr. Powell who used it daily until 1972, when it was rebuilt from the chassis up.
- A13 JUJ 551 MORRIS Z SERIES 5 CWT. Built 1953  
Entered by M. Rapley, Chessington. Taken out of storage in July this year. The roof was cut out for a trip to Greece in the late 60's. It is intended to restore to original specification.
- A14 OLU 760 AUSTIN A40 VAN. Built 1954  
Entered by A. Collings, Woodford Wells. Owned by a local butcher until 1969 when it was sold to a Leyton garage owner. Bought for preservation in 1974.
- A15 ULT 511 MORRIS J TYPE 10 CWT. Built 1954  
Entered by A. Ping, Fordingbridge. This van was originally owned by the Maypole Dairy, London. Extensive mechanical work has been carried out since recovery from a Swindon scrapyard.
- A16 YLH 509 MORRIS 10 CWT. J TYPE VAN. Built 1954  
Entered by D. Watson, Teddington, Surrey. Originally a G.P.O. mail van and so was fitted with rubber mudguards, twin wipers, scuttle ventilators etc. has since been altered from original specification. Now used daily commuting in Central London.
- A17 LRX 59 FORD THAMES VAN. Built 1955  
Entered by R. Scott and W. Clarke, Hungerford. Supplied new to Gordon Andrews, Hungerford for collection and delivery of accumulators. Mr. Andrews contributed to the death of this trade by selling transistor radios, and the van was left in a shed at the shop until purchased by present owner in 1972. The blue and pink paintwork and lettering are original.

- A18 RGC 996 FORD THAMES E83W VAN. Built 1955  
Entered by D. Bowen, Caerphilly.
- A19 VTT 306 MORRIS MINOR 5 CWT. VAN. Built 1955  
Entered by L. Julian. Typical light van of the fifties, was acquired in August this year. The indicated mileage is believed to be correct and the vehicle is generally very original.
- B1 GOW 541 N INTERNATIONAL SR 2 TON TRUCK. Built 1926. Entered by C. Russett, Upham, Hants. Found in a very poor state in Jersey and has taken 4 years to restore many parts having to be built from new to bring this vehicle up to its present standard.
- B2 UP 6785 SCAMMELL S10 ARTIC. Built 1926. Entered by G. Hacker, Gillingham. New to B.P. Petroleum Co. on solid tyres, then passed to Hills of Bristol who fitted diesel engine and pneumatic tyres in 1939. Restored by present owner.
- B3 RV 6645 FORD AA. Built 1929  
Entered by W. Mansbridge, Basingstoke. Purchased for preservation in 1970 in a very poor state and unknown history. Rebuilt by Mr. Monsbridge including making a new body. Now restored to original condition.
- B4 UV 6910 FORD MODEL A. Built 1929  
Entered by J. Miller, Farmborough, Nr. Bath. This flatbed lorry was used in Bath all its life on coal deliveries, taken by army during war for two years and used on Salisbury Plain. Lorry appeared on B.B.C. T.V. in a locally filmed musical last year.
- B5 JN 3831 BEDFORD 2 TON TRUCK. Built 1933.  
Entered by L.J. Cullimore, Wotton-under-Edge, Glos. Found in an Oxfordshire scrap-yard, this truck was originally used for carrying grain on a farm. It has been rebuilt and restored by present owner.
- B6 RV 4328 FODEN S4. Built 1933  
Entered by R. Scard, Aldershot. Originally a brewery lorry until 1954 then it passed to a Petersfield miller, J. Ellis & Sons who sold it for scrap in 1956 where it was found by present owner in February 1972 and restored over the next 12 months. The 4 ton trailer added this year has increased the beauty of this vehicle.
- B7 BLT 235 SCAMMELL RIGID SIX. Built 1934  
Entered by R. Harris, Gillingham. One of the first shaft-driven Scammells. Nothing is known of its early history until 1948 when it became a B.R.S. lorry. Purchased by a showman in 1956 and used until 1966. Bought in 1972 and restored by present owner.
- B8 CNU 294 FODEN OG. Built 1935  
Entered by A. Winkfield, Bletchley. New to a Derby haulage contractor, passed to a farmer in Bromsgrove, purchased in 1974 and extensively renovated by present owner.
- B9 ARV 143 A.E.C. MATADOR MK II. Built 1937  
Entered by P. Wasley, Malvern, Worcs. First owned by Timothy Whites and Taylors who used it all over England south of Leeds with a 4 wheel trailer making a 22 ton G.T.W. It was then sold to a showman from Ashford, Kent. Bought for restoration in May 1966.
- B10 CPT 717 ALBION KL127. Built 1937  
Entered by B. Sibley, Southampton. This 5/7 ton platform lorry was used by a haulage firm until 1960 converted from Petrol to diesel in 1955. Bought by Mr. Sibley in 1966 and is now still in use on coal deliveries in the Southampton area.
- B11 DHW 643 DIAMOND T MODEL 66 4 TONNER. Built 1937  
Entered by G. Jones, Bristol. An American truck with very modern appearance and features for its age, has always been a tipper, originally rack, then hand pumped hydraulic. When found many parts were missing, all parts have now been obtained.
- B12 JMT 64 BEDFORD HORSEBOX. Built 1938  
Entered by G. Purser, Box, Wilts. Owned all her working life by Sir Gerald Fuller to transport his hunters, was sold for scrap in 1969, when bought by present owner. All that was needed to put her back on the road was a coat of paint.
- B13 HJO 834 MORRIS FIRE ENGINE. Built 1938  
Entered by S. Fenton, Oxford. Commissioned in 1938 and used for 30 years by Morris Motors Ltd. Discovered in 1974 restored and in May this year made a round trip Oxford to Bonn, West Germany without incident.

- B14 DOD 620 BEDFORD MST. Built 1939  
Entered by F. Perris, Exeter.
- B15 XTR 528 AUSTIN K4. Built 1945  
Entered by R. Sibley, Romsey, Hants. Served with the army in Europe until 1959 when sold to a haulage contractor. Purchased by Mr. Sibley in 1963 who still employs it for the delivery of solid fuel in the Southampton area.
- B16 GFJ 656 COMMER Q25. Built 1946  
Entered by Miss C. Selman, Newbury. New to Sidney Melhuish a market gardener from Countess Wear, near Exeter. Used there until 1970 and acquired by present owner from the West of England Transport Collection in April 1974.
- B17 HWV 982 SCAMMEL SHOWMANS TRACTOR. Built 1946  
Entered by R. Shepard, Sturminster Newton.
- B18 JKX 572 THORNYCROFT STURDY. Built 1946  
Entered by P. Davies, Farnham, Surrey. "Victor" was built for Wethereds Brewery, Marlow, who used it until 1965 when it passed to a farmer. Purchased in a poor condition by present owner in 1972 who evicted the field mice from the cab and has restored the vehicle complete with barrels to portray a very nice dray of the period.
- B19 MWE 888 DENNIS FIRE ENGINE. Built 1951  
Entered by B. Sibley, Southampton. Used by Sheffield fire service until 1971 after which it went on a charity run through Europe. Purchased by present owner earlier this year.
- B20 PBP 199 DENNIS FIRE ENGINE. Built 1952  
Entered by T. Mansbridge, Basingstoke. In use in West Sussex until April 1973, when it came out of service and passed to present owner. This fire engine is powered by a Rolls Royce engine.
- B21 RTR 407 FORD THAMES 4D. Built 1955  
Entered by L. Vincent, Eastleigh. Saved from a farm near Nursling, Southampton in early '75. One working owner from new under the name G.R. Payne, Oil and Paraffin merchants.
- C1 CC 8671 DENNIS G. Built 1929  
Entered by Southampton University Engineering Faculty. Operated until the mid 1950's for tourist excursions by Llandudno U.D.C. This "Toastrack" was sold to Southampton University students in 1958 and restored. Since then it has made several trips to Europe; it is still in use for students social and charity functions.
- C2 VF 8157 CHEVROLET LQ. Built 1930  
Entered by M. Sutcliffe, Chippenham. First of the Chevrolet models to be fitted with the 6 cylinder overhead valve "cast iron wonder" engine. Bodywork is by Bush & Twiddy of Norwich and this 14 seat coach spent its working life in East Anglia.
- C3 AGX 520 AEC REGENT MK.I. Built 1933  
Entered by Buspart Services, Christchurch. One of six 1933/4 D/D buses which in 1948 had their bodywork removed and converted to a breakdown tender by John Chalmers of Redhill.
- C4 FV 4548 A.E.C. REGAL I. COACH. Built 1934  
Entered by A. Lewis, Swansea. Served its time as a long distance luxury coach.
- C5 AOT 21 J RENAULT PARIS BUS. Built 1936  
Entered by R. Jowitt, Winchester. Typical of the last generation of open-back buses, this bus has a wooden body with 41 seats and 9 standing on the platform. In 1971 after 35 years service it was driven by its present owner from Paris back to England.
- C6 JT 8077 BEDFORD WTB COACH. Built 1937  
Entered by R. Annetts, Lydney, Glos. Originally South Dorset Coaches who sold it in 1967 to a dealer. Purchased by present owner in 1974 who have restored it mechanically and bodily.
- C7 EUF 182 LEYLAND TD5. Built 1938  
Entered by P. Burton & N. Hamshire, Farnham. In 1939 a conversion was made by Southdown of a TD2 into a breakdown lorry, the chassis was replaced in 1957 by the present 1938 one. Sold in 1974 for restoration since when considerable work has been done to the 1932 body.



- C8 GTA 395 BRISTOL LL5G. Built 1941  
Entered by 373 Group Plymouth. Spent its working life in the south-west being completely reconstructed in 1954 which gives it the appearance of an early fifties Bristol. Acquired in 1973 by present owners and completely restored.
- C9 CFN 154 DENNIS LANCET. Built 1947  
Entered by J. Kyte, Market Lavington, Wilts. New to East Kent who operated this Park Royal bodied bus until 1960 when it passed to a builder in Devizes. Purchased by Mr. Kyte from a scrap-yard 3 years ago.
- C10 LHT 911 BRISTOL L5G. Built 1948  
Entered by M. Jefferies, Bristol.
- C11 COMMER AVENGER I. Built 1948  
Entered by C. Draper, Bath.
- C12 NJO 703 A.E.C. REGAL III. Built 1949  
Entered by the Oxford 703 Preservation Group. Ex City of Oxford Motor Services, was one of ten similar machines with a then unique dual purpose livery. Sold in 1958 to a firm for staff transport. Extensively restored over 3 years and has won several prizes including last years Bournemouth to Bath run.
- C13 FNV 500 BEDFORD OB. Built 1949  
Entered by B. Holloway, Cogenhoe, Northants. Duple bodied coach named H.M.S. Amethyst, used by York Bros. until 1966, then stored until 1971 when acquired by present owner who has restored it to original livery complete with their tradition of ship naming.
- C14 LRL 660 BEDFORD OB. Built 1949  
Entered by R. Keast, Countess Wear, Exeter.
- C15 GAM 216 BRISTOL L6B. Built 1949  
Entered by Salisbury Restoration Club. Entered service in 1950 with a Bristol A.U.W. engine and a Portsmouth aviation body. Sold by Wilts. & Dorset in 1962 and used transporting disabled people. Purchased by present owners in late 1974.
- C16 KFN 767 BRISTOL L5G. Built 1949.  
Entered by C. Pratt, Weston-super-Mare. Crosville Motor Services originally owned this Eastern National Coachworks bus KG118. Converted in 1967 to towing/tool van. Purchased by present owners in April 1973.
- C17 LHY 976 BRISTOL L5G. Built 1949  
Entered by the Bristol Omnibus Preservation Society. New to Bristol Omnibus Co., Ltd., this was one of approx 50 dual-entrance single deck buses supplied to them. Intended for a new Bristol museum when taken out of service in 1966. Obtained by present society in 1973 and restored to 1949 livery.
- C18 MYA 590 LEYLAND. Built 1949  
Entered by G. Batten, Epsom, Surrey. This Harrington bodied bus complete with fin at rear was built on the Leyland Comet Chassis and supplied new to Scarlet Pimpernel Coaches of Minehead. Sold in 1966 and used for school work before laying idle for 2 years when purchased for preservation in 1971.
- C19 OJO 727 A.E.C. REGAL III. Built 1950  
Entered by G. Wareham, Yarnton, Oxon. Started life with the City of Oxford Motor Services converted to O.M.O. in 1958 and sold in 1963 to Burnett Motors Mintlaw. Purchased for preservation in 1972.
- C20 LOD 495 ALBION VICTOR COACH. Built 1950  
Entered by T. Hazell, Wellington, Somerset. This vehicle incorporates the rare combination of Albion chassis and Duple bodywork. Spent its working life with a small Devon operator in Crediton until acquired in 1971 for preservation.
- C21 JAB 661 BEDFORD DUPLÉ COACH. Built 1950  
Entered by G. Howard, Ludlow.
- C22 LFN 731 BRISTOL LL5G. Built 1950  
Entered by P. Trevaskis & G. Burnett, Guildford.
- C23 HOU 504 DENNIS LANCET J10. Built 1950  
Entered by A.L. Hallpike, Bristol. Carrying a Strachan body this rare ex-Aldershot and District J10 still retains its original engine and gearbox after some 700,000 miles in service.

**C24 LTA 772 BRISTOL LWL5G. Built 1951**

Entered by The Dorset Transport Circle, Weymouth. New to Western National later transferred to Southern National spending its time in the Weymouth area. Withdrawn in 1968 and preserved.

**C25 MTJ 84 GUY ARAB III. Built 1951**

Entered by Mersey & Calder Bus Preservation Group, Halifax. This half-cab coach was supplied new to Lancashire United Transport for their express services between Tyne, Tees and Mersey. Spent a short time with a contractor before being acquired for preservation.

**C26 HVJ 583 LEYLAND TIGER PS2. Built 1951**

Entered by S. Turner, Beckington, Bath. Once the pride of Wye Valley Motors complete with the obtrusive fin, for which the company was renowned. Bought for preservation in 1972.

**C27 FFX 458 BEDFORD MLC. Built 1952**

Entered by N. Aish, Poole, Dorset.

**C28 HLE 633 A.E.C. R.F. Built 1953**

Entered by R. Gale, Diptford, Nr. Totnes.

**C29 MTG 884 A.E.C. Built 1953**

Entered by G. Sullivan, Kensington. Supplied new to Gelligaer Urban District Council who used it until 1968. Bought for restoration to original livery by present owner in 1973.

**C30 MXX 342 GUY. Built 1953**

Entered by G. Heels Ewell. This London Transport bus was transferred to London Country in 1970 and was the last of the type in passenger service on 31.3.72.

**C31 JPF 869 N ALBION BUS. Built 1954**

Entered by R. Scard, Aldershot. New to Jersey Motor Transport in 1954. It was released from service in November 1974 and transported back to Weymouth on drive-on, drive-off ferry.

**D1 BOR 767 A.E.C. REGENT I. Built 1936**

Entered by the Provincial 35 Preservation Group, Waltham Cross. First of the new generation of double deck buses to be owned by Gosport & Fareham Omnibus/Provincial Traction Co. who used it from 1936 to 1966. Stored for 3 years before being purchased for preservation.

**D2 DBL 154 BRISTOL K6A. Built 1946**

Entered by W. Jones, High Wycombe. Originally on the London to Reading service for Thames Valley Traction Co. Sold for scrap after an accident in 1965, but was repaired by the Rossmore Bus Co., Sandbanks who used it until 1971 when it was bought for preservation.

**D3 GOE 486 DAIMLER CVA6. Built 1947**

Entered by J. Seale, Birmingham. One of the earliest post war vehicles delivered to Birmingham City Transport. Sold to a biscuit manufacturer in 1962 for staff transport and acquired for preservation in 1966.

**D4 GLJ 957 LEYLAND PD1A TITAN. Built 1947**

Entered by M. Leatherdale, Northampton. This Eastern Coachworks, 53 seat Lowbridge double deck was originally in service with the Hants & Dorset.

**D5 JVO 230 LEYLAND PD1. Built 1948**

Entered by T. Brookes, Colchester. This is an Ex-Barton Transport, Nottingham, bus and features unusual front entrance bodywork.

**D6 KGK 529 LEYLAND PD2/RTW. Built 1949**

Entered by A. Hallpike, Bristol. An all Leyland built bus, chassis, engine, and bodywork. This is one of 500 8 foot wide vehicles built to L.T. specification.

**D7 KGU 284 LEYLAND PD2/7RT. Built 1949**

Entered by M. Green, Plaistow, London. Now to London Transport, sold in 1968 to Kirbys Coaches, who donated the bus for preservation, is being restored to its early 50's livery.

**D8 KLB 915 LEYLAND PD2/3. Built 1949**

Entered by F. Clayton, Worcester Park. This vehicle was the last of the RTW class to be owned by London Transport and served 21 years under its fleet number RTW 185. Now restored in its original livery.

- D9 KYY 532 A.E.C. REGENT RT3. Built 1950  
Entered by S. Kaye, Edmonton, London. Run for London Transport in the metropolis until 1963 when it went to an operator in Nuneaton. Bought for preservation in 1972 and restored to original livery.
- D10 KEL 133 LEYLAND PD2/3. Built 1950  
Entered by Bournemouth Passenger Transport. New to Bournemouth Corporation with rear entrance/front exit and 2 staircases. Front staircase removed in 1958 to give increased seating capacity. Restored to original condition during winter 74/75.
- D11 DRU 961 BRISTOL KSW6B. Built 1951  
Entered by J. Maddison, Bournemouth. Basically in "as withdrawn" condition this E.C.W. bodied Bristol was Hants & Dorset No. 1295.
- D12 NLE 882 A.E.C. REGENT III. Built 1953  
Entered by R. Pennell, Hatfield. Ex-London Transport RT3775 was withdrawn in 1972 and now owned by a group of railway men. Has been repainted by them externally and work is now proceeding on the interior.
- D13 OLD 722 A.E.C. REGENT III. Built 1953  
Entered by A. Bond, Windsor.
- D14 TWL 928 A.E.C. REGENT III. Built 1953  
Entered by G. Wareham, Yarnton, Oxon. Ex City of Oxford with a high bridge Park Royal body sold in 1966 to Norfolk, Nayland and purchased in 1972 for preservation.
- D15 THE COMMENTRY VEHICLE TODAY IS:-  
306TR LEYLAND TITAN PP2/27. Built 1961  
Originally with Southampton Corporation Transport this Park Royal bodied bus was withdrawn from service in 1972 and was purchased by Eldridge Pope for use as a publicity vehicle for their brewery, it is decorated out as a typical Huntsman country pub.

#### LATE ENTRIES

- L1A ABJ 335 FORD 1 TON VAN. Built 1934  
Entered by P. Marsh, London.
- L2C ONO 49 BRISTOL L. Built 1949  
Entered by G. Stubbington, Benfleet.
- L3C GFN 273 LEYLAND BEADLE. Built 1952  
Entered by P. Waters, Orpington.
- L4D OWE 116 A.E.C. REGENT III. Built 1952  
Entered by P. Bearsley, Sheffield.







The organisers, the Southern Area Section of the Historic Commercial Vehicle Club, and the Sponsors, Eldridge Pope and Co. Ltd. of Dorchester, would like to welcome you to the Fourth Bournemouth to Bath run for Historic Commercial Vehicles.

The preservation of Old Cars was well established before the war, but it wasn't until 1958 that a club was formed to cater for the enthusiasts and owners of the often bigger, sometimes uglier, and just as temperamental Old Commercials. The H.C.V.C. has now a membership in excess of 2,000 and it is some of these members who live in the Hampshire and Dorset Area who formed the Southern Area Section in 1971, and organised monthly meetings, either noggins and natters, or film show, and also organised the first Run for Old Commercials from Bournemouth to Bath which took place in 1972, which rather surprised the organisers by the interest shown not only by the old commercial enthusiasts but also by the interest shown by the general public who saw the old buses and lorries on the road.

There are several road runs for old commercials, the first London to Brighton Run was in 1962, the first Trans-Pennine Run was in 1969, which reflect the national interest that has made the preservation of old commercials so popular. The H.C.V.C. caters for all the vehicle owners, and the enthusiasts, by sending a monthly news letter to all members, it also operates a special insurance scheme, and maintains a list of vehicles which are known to be available for preservation. Anyone who would like to get to know us more should contact the Southern Area Secretary, Graeme Gale, 248A Holdenhurst Road, Bournemouth, BH8 8AY.

This event, the Bournemouth to Bath Run is open to all Commercial Vehicles over 20 years old, is over a distance of 77 miles. The first vehicle is away from Bournemouth, Kings Park, at 08.30, and is due at the Avon Street Car Park, Bath, at Midday. It is not a race to see which vehicle gets there in the shortest time, the competition starts when the vehicles have reached the destination, for a panel of judges will inspect the Old Commercial to discover "who's Best" and the various class winners in the Concours d'Elegance.



THE MEMBERS OF THE SOUTHERN  
GROUP WISH TO THANK THE  
FOLLOWING

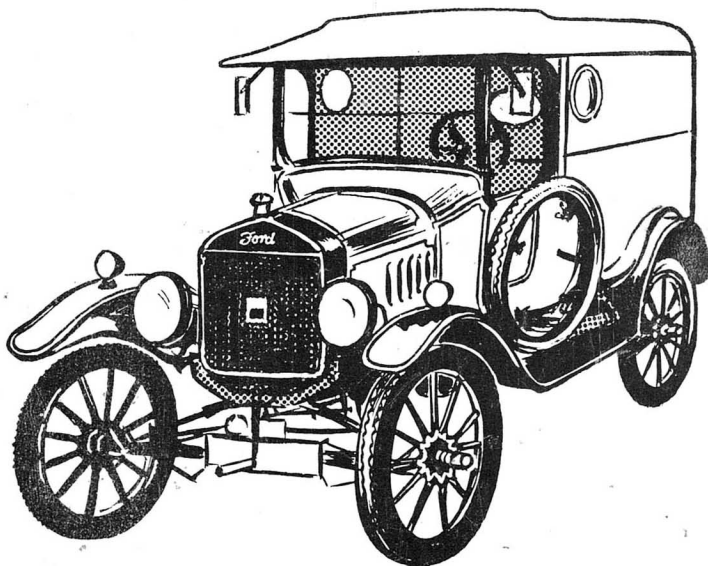
*Huntsman Ales  
The Police & R.A.C.  
Borough of Bournemouth  
Wiltshire C. Council.  
Bath City  
Brian Johnson*

All those who have assisted incl-  
-uding marshal & programme sellers  
and YOU the public for your support

If you would like to join  
**THE HISTORIC  
COMMERCIAL  
VEHICLE CLUB**

Apply To

*Graeme Gale,  
248a Holdenhurst Rd;  
Bournemouth.  
Hants.*



**'THERE'S BEEN SOME CHANGES...  
THE PRESENT GENERATION OF  
FORD TRUCKS & VANS GIVE PAY  
-LOAD CAPACITIES FROM 6CWT  
TO 20 TONS, IN A RANGE THAT  
COMPRISES' OVER 40 BASIC  
MODELS AND SEVERAL HUNDRED  
OPTIONS.-ONE THING HAS N'T  
CHANGED-FORDS ARE STILL  
EFFECTIVE AND RELIABLE.**

**F. English** Ford  
Truck Specialists  
**(Commercial) Ltd**

WALLISDOWN ROAD • BOURNEMOUTH  
Telephone: NORTHBOURNE 6661