

scene SCANIA

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Gathering Moss

Murray Walker tracks down a legend

48 Class Act

Scene Scania is the magazine for transport operators and the Scania network in the United Kingdom

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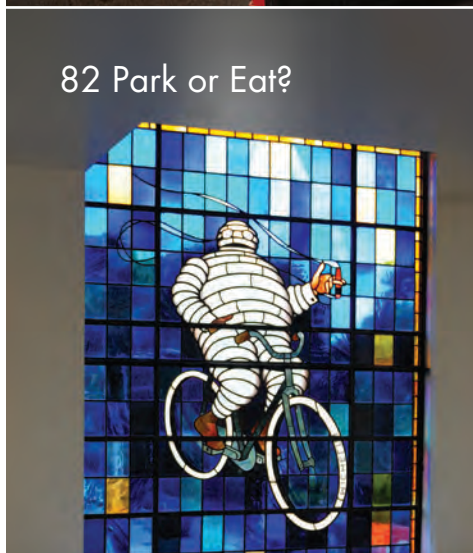
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Gareth Thomas takes the UK prize

Shrewsbury man Gareth Thomas, 26, has taken first place at the UK Final of Young European Truck Driver 2012, which was staged recently at the Heritage Motor Centre, Gaydon, Warwickshire. In addition to collecting the winner's prize of £1,000 and the Michelin award of a passenger drive in a MSport Fiesta Rally Car, this victory means that Gareth will now go on to compete in the European Final of the event where he will have the chance to win a brand new Scania truck valued at 100,000 Euros.

Organised by Scania and

supported by Michelin, Young European Truck Driver is the world's largest road safety and driving skills competition. The event has been designed to promote and encourage the highest standards of road-craft and as such enjoys the endorsement of the European Union.

In finishing first, Gareth Thomas fought off challenges from eight other contenders, who themselves had been whittled down from a shortlist of 400. In a gruelling two-day competition, Gareth demonstrated to an independent judging panel that his eco-driving, manoeuvring, safety and judgement skills are the finest in the land – a fact which mean he now holds the coveted title of Young UK Truck Driver 2012.

Immediately after collecting the winner's trophy

Gareth commented: "I'm overwhelmed – this was quite unexpected. I'm also elated and feel proud and privileged to have won. I'm really looking forward to participating in the final in Sweden, which I see as a chance to challenge myself against the best-of-the-best in my industry."

The runner-up in the UK Final was Kevin Howard, of Royal Wootton Bassett, with Jason Lambourne of Great Finborough, Suffolk, taking third place. Their achievements saw them take £750 and £500 respectively.

"Young European Truck Driver represents a tremendous skills challenge and I am delighted for Gareth," comments Hans-Christer Holgersson, Managing Director of Scania (Great Britain) Limited. "All our

contestants put in an enormous amount of hard work and effort but, of course, there can only be one winner. Nonetheless, I would like to congratulate every young truck driver who took part in this year's event, every one of them is a credit to our industry.

"We now very much look forward to seeing Gareth compete in the European Final, and I know that the entire Scania UK team would be delighted to see him repeat his win there and drive home in a new truck! We wish him every success."

The European Final will be held at Scania's headquarters in Sweden on 7/8 September 2012. There, Gareth will compete against fellow winners from 25 other participating European nations for the competition's top prize of a brand new Scania R-series truck.

ROLL OF HONOUR Here's the full list of those who competed at the 2012 UK Final of Young European Truck Driver:



Finalist

Chris Brooker-Carey of Nelson, Lancashire
Chris Carter of Kempston, Bedford
Mike Cuniffe of Hindley, Lancashire
James Edgeley of Depden, Bury St Edmundst
Kevin Howard of Royal Wootton Bassett
Simon Jovanovic of Shepherds Bush, London
Jason Lambourne of Great Finborough, Suffolk
Gareth Orr of Robroyston, Glasgow
Gareth Thomas of Monkmoor, Shrewsbury

Employer

Brooker-Carey Transport
E. F. Wootton & Son
Fresh Direct
Culford Waste Limited
Ellens Express
–
Commercial Drivers Personnel Limited
M8 Recovery
D. R. & F. A. Ford

Martin Lundstedt appointed CEO of Scania AB

The Board of Directors of Scania has appointed Martin Lundstedt President and Chief Executive Officer of Scania AB. He takes up his new position on 1 September 2012 and succeeds Leif Östling, who has been appointed member of the Board of Management of Volkswagen AG.

Born in 1967, Martin Lundstedt is a Master of

Science and is currently Executive Vice President and Head of Franchise and Factory Sales for Scania AB. He joined the company in 1992 and has held various senior positions, including head of Scania's industrial operations in France from 2001 to 2005 and Senior Vice President, Trucks until 2007, when he assumed his current position.



Gregory Distribution, one of the UK's largest and best known independent transport operators, has declared Scania its preferred supplier following extensive and detailed comparative fuel trials involving vehicles from four truck manufacturers. As a consequence, 300 Scania trucks are now set to be delivered to the North Tawton, Devon-based operator over the coming three years. Equating to the replacement of two-thirds of the company's fleet, the bulk of these vehicles will be

delivered during 2012/13.

The order comprises a broad mix of models, reflecting Gregory Distribution's involvement across a number of industry sectors. For its general haulage operations, two key tractor unit types – the R 420 LA6x2MNA tag axle and the R 420 LA6x2/2 pusher axle, both with Scania Highline cab – have been chosen. For milk collection, the firm has specified highly manoeuvrable P 420 LB8x2*6HNA rear-steer rigids. Gregory

Distribution is also active in the environmental sector and here R 420 CA6x4MHZ double-drive tractors will haul the company's fleet of ejector and walking floor trailers. Completing the line-up are a number of day-cabbed P 420 LA 6x2MNA tractors and P 280 DB6x2MNA rigids with curtainsider bodies, both of which will be used on distribution operations.

The vehicles will be stationed around Gregory Distribution's 17 UK operating bases. Scania's two year full repair and maintenance support programme has been taken for all vehicles based away from the company's main operating centre in Cullompton, Devon. As part of the arrangement, Scania has also been awarded a contract to maintain outbased trailers.

"We are delighted to be re-fleeting with Scania," comments John Gregory, Chief Executive of Gregory Distribution. "While we already have plenty of experience operating the marque, before embarking upon such a major order we considered it necessary to undertake trials to determine the performance of the company's current product range on our operations today. The results were extremely encouraging and this, backed with factors such as driver appeal and the extensive range of maintenance services offered by Scania around the country, were instrumental in securing this deal."

Read more about Gregory Distribution and its exciting Delivering Winners programme, which supports the South West's top athletes on page 12

Four digit output for new marine V8

Continuing to build on the recent introduction of Scania's new global engine platform, a 16-litre marine V8 delivering up to 1,000 horsepower and 3,340Nm of torque for patrol craft applications was launched at this year's Seawork exhibition.

In achieving this power threshold, the new V8 builds on Scania's long tradition of compact power packs which share both technology and architecture with Scania's truck and bus engines. The high power-to-weight ratio of Scania engines results in exceptional performance, while the unit's size and design means both installation and maintenance are made easy.

Important features for the marine engine segment are reliability, high uptime, generous torque at low revs, good fuel economy and prompt engine response. The output of the new 16-litre marine engines spans from 550 horsepower for continuous use up to 1,000 hp for patrol craft use. Ratings have been uprated for planing as well as displacement vessels and Scania's engines are now highly competitive with engines well above 16-litres in terms of their performance.

The torque ratings of up to 3,340Nm are particularly high for this output class. This ensures ample performance even at low revs, while facilitating running at favourable revs in all conditions, including high sea and high load.

Vital for marine installations is that the engine is compact, has easy-to-fit auxiliaries and is designed for easy servicing. Scania's V8 engines traditionally meet all of these requirements thanks to the compact vee-design, which reduces the overall length.

Ancillaries can be efficiently accommodated inside the footprint of the engine and most repairs and servicing can be carried out by a single service technician, since each cylinder has its own head which can be lifted on and off by one person. This, together with wet cylinder liners makes for easy overhauls in confined spaces.

Scania has also developed easy-to-install instrumentation for its marine

The first vessel to be equipped with the new 16-litre series-production engine is the 20-metre Rad Gausing. Owned and operated by the Swedish Lifeboat Society this impressive twin-engined craft can attain speeds well in excess of 30 knots



The new Scania 16-litre marine engine



engines. Via a user-friendly and flexible web interface, the marine operator can adapt the information on the panels and choose any required data to be displayed. The panels have prepared layouts for water temperature, engine speed, oil pressure and fuel consumption. The operator can also connect and configure a gauge indicator for transmission monitoring and for fuel or fresh-water levels. The instrumentation is type approved by the DNV classification society.

Besides the new 16-litre V8, Scania's marine engine range also comprises a 13-litre inline six-cylinder unit launched in 2011.

Key characteristics of Scania's marine engine range

- Compliance with emission standards IMO II, EU Stage IIIA and US Tier 2
- Scania PDE unit injector fuel injection
- Revised bore and stroke for increased swept volume
- Increased combustion pressure
- Traditional easy-to-service Scania architecture with individual cylinder heads
- Scania engine management
- Waste-gate turbocharger(s)
- Saver ring at the top of the cylinder liners to prevent coke build-up on the piston

Reliance Travel opts for Scania Irizar i6 coaches

Gravesend-based Reliance Travel, a part of the Redwing Group and member of the Addison Lee network, has taken delivery of 12 Scania Irizar i6 coaches. Primarily for use on Reliance Travel's commuter services between Kent and central London, this order represents the company's first purchase of Scania vehicles.

Commenting on the order, Paul Hockley, General Manager – Redwing Coaches, says, "In addition to the quality of the Scania Irizar i6 we have been extremely impressed with Scania's pre-sales service and attention to detail. I am very confident that everything

is now set up for a long and prosperous relationship with Scania."

The 12 new vehicles will all be 12.2m overall length and built to DDA specification. Each will be equipped with 53 seats, a side-mounted Masats wheelchair lift and a rear continental door. As such, this order represents the first time this particular configuration – which maximises both accessibility and luggage space – has been specified by a UK operator. Additional interior equipment includes a refrigerator and a DVD player with front monitor.

Supplied by Scania (Great Britain) Limited, the



vehicles will be covered by a full 12-month warranty plus a second year driveline warranty. Scania's Purfleet depot will support the operation day-to-day and provide ongoing parts cover.

In addition to commuter

services, the new vehicles will operate on schools contracts, tourist work and airport transfers during the week. At weekends, they will provide extra carrying capacity for the 75-strong Redwing/Reliance Travel fleet.



Graduation day for the class of 2012, pictured here with contestants in the annual Apprentice of the Year competition

Apprentice numbers continue to rise

The number of youngsters aspiring to become Scania commercial vehicle service personnel continues to increase with more than 50 students embarking on Scania Apprenticeship programmes between September 2011 and January 2012. This latest intake comprises 39 Apprentice Technicians, five

Apprentice Parts Professionals and eight Apprentice Bus and Coach Technicians.

"These figures are part of a healthy upward trend which has seen our intake of Apprentices almost double over the past three years," comments Mark Grant, Aftersales Director for Scania (Great Britain) Limited. "That is excellent

news, not only for Scania and its customers but also for the transport sector in general, as today's new blood is the future lifeblood of our industry.

During their three-year programme, Scania Apprentices receive on-going training and support from the in-house team at Scania's award-winning UK Training Centre. Centrally based near Loughborough, this facility features an extensive, fully fitted workshop and state-of-the-art training rooms equipped with a personal computer for every student. Between training blocks, Apprentices are continuously mentored and assessed by their employing Scania dealer.

Successful completion of a Scania Apprenticeship sees graduates secure two industry-recognised qualifications; the Institute of the Motor Industry Technical Certificate Level 2/3 and a National Vocational Qualification for Maintenance and Repair Heavy Vehicle, Level 2/3.

A recent addition to the courses offered is Scania's Bus and Coach Apprenticeship programme, which is delivered over a period of three years and leads to the Institute of the Motor Industry Diploma in Bus and Coach Engineering and Maintenance (Mechanical) (QCF) Level 2/3. An optional fourth year, comprising additional Scania Bus and Coach technical courses, can be added to this programme.

"A key facet of the success of all our Apprentice programmes is the support they enjoy from our dealer network, which in turn is a reflection of our organisation's commitment to grow talent from within," adds Mark Grant. "That said, we are delighted at the response to our new Bus and Coach Apprenticeship programme, which clearly demonstrates that operators too recognise there is no-one better to train their Apprentices to work on Scania vehicles than Scania itself."

Truck Rental portfolio extended

Scania Truck Rental, the wholly-owned commercial vehicle rental operation of Scania (Great Britain) Limited, has extended its portfolio with the addition of 32-tonne gross vehicle weight tipper/grabs to its nationwide fleet.

The new vehicles are all day-cab Scania P 400 CB8x4MHZ models featuring Scania's DC13-05 engine, which delivers 400 horsepower and 2,100Nm torque. The transmission fitted is Scania's eight-speed GR905 range-change unit. Each vehicle has an all-Hardox steel construction 12.5 cubic metre Abba Commercials Predator body equipped with Edbro underfloor stabilised tipping gear and a Epsilon Palfinger M125L 8.3-metre reach grab. Additional items fitted include air-conditioning, a reversing camera, remote central locking, beacon bar, ram brackets and electric mirrors.

"The addition of tippers to our fleet is to satisfy the growing demand we



are seeing for construction vehicles," comments Scania Truck Rental General Manager Steve Martin. "Rental offers an ideal solution for operators who require vehicles right now but are not currently looking to invest in new product.

Available nationwide, the vehicles we offer, which are premium quality, high specification models built and equipped to withstand the rigours of the most arduous on-off road operation, can be hired for any period from 28 days to 23 months.



Specialised R 500 for Scot Heating Company

Biomass heating systems and fuel supplier, Scot Heating Company of Stirling, central Scotland has taken delivery of a specialised Scania R 500 LB8x2*6HSA drawbar unit. Supplied by Scania (Great Britain) Limited's Bellshill depot, the 44 gross train weight vehicle is being used to deliver biomass fuel in the form of

wood chips and wood pellets to customers nationwide.

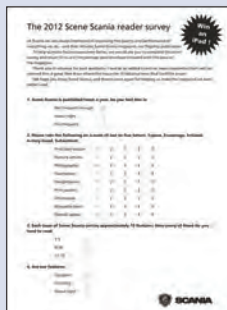
"Our operating experience of Scania goes back to a previous company, Snowie Holdings Limited, which we owned up until 2005 – at that time, 75 percent of our 200-strong fleet was Scania," says Calum Snowie of Scot Heating Company.

"So with a proven track record there was little doubt that we would once again go for Scania when Scot Heating Company began its delivery service of biomass fuels, which provide savings in the order of 20 percent compared to oil and LPG heating and a carbon saving in excess of 75 percent."

WIN WITH Scene Scania

Inside this issue of Scene Scania you will find a copy of our 2012 reader survey. Complete and return it in the postage paid envelope also enclosed and you could be the lucky owner of the brand new iPad we'll be giving away to the first name pulled out of the hat following the close of our competition on Friday 17 August 2012.

YOU CAN ALSO COMPLETE THE SURVEY ONLINE AT www.scania.co.uk/survey



Unless I am very much mistaken...

...it's Murray Walker autographing a limited edition print of Sir Stirling Moss racing at Monaco in 1961. We've got just four of these prints to give away – and they will be going to the first four names out of our hat following the winner in our iPad draw. So make sure you complete and return our survey to be in with a chance of winning a very special and unique prize!

And when you've done that, turn to page 40 for much more on Murray and Sir Stirling.



Enter our iPad draw

To enter our iPad draw, all you have to do is complete the survey and fill in your contact details in the 'Win an iPad' panel. If you would prefer to complete the survey anonymously, that's not a problem but please do be aware that without your contact details we cannot enter you into the draw.

Completing the survey will help us further develop Scene Scania as part of Scania's on-going programme of continuous improvement – so your views, suggestions and comments are really important. Thanks in advance for participating, and if you're going for the iPad, we wish you every success!

Scene Scania Competition Rules Winners will be contacted as soon as possible after the competition closing date of Friday 17 August 2012. One entry per person allowed. No employees of Scania or its UK dealer network may enter Scene Scania competitions. The Editor's decision is final. No correspondence will be entered into.

Scania reduces climate impact using GPS technology



Scania has developed a cruise control system that uses GPS to determine a vehicle's position and to predict the topography of the road ahead. The cruising speed is adjusted before entering an ascent or descent, helping the driver make the most of every

drop of fuel. The system can deliver a fuel saving of up to three percent when driving on undulating stretches of road.

The new system – Scania Active Prediction – is a milestone in Scania's systematic focus on drivers and helps them to save fuel

and reduce their environmental impact. It is intuitive and adapts driving style to the topography in the same way as the most highly skilled truck drivers would do. The system also helps experienced drivers to save fuel when driving on new routes, in the dark or under adverse weather conditions.

The time factor is often a high priority in transport services and there is a price to pay for this in terms of higher fuel consumption. Scania's new cruise control system has been developed to help drivers get to their destination in time without wasting fuel. The Scania Active Prediction cruise control system contributes to fuel savings of up to three percent with minimal time loss, compared to highway or motorway driving with normal cruise control. Maximum

benefits are gained on an undulating route, where the road is never entirely flat.

Based on a 40-tonne truck combination (tractor unit and semitrailer) running 180,000 km/year, a fuel saving of three percent would reduce fuel consumption by about 1,700 litres per year. This is equivalent to an annual reduction in fuel costs of approximately £1,800 at current exchange rates and a reduction in carbon dioxide emissions of over four tonnes.

Scania will start to deliver trucks with the Active Prediction system to customers starting next year. There is topographic map data available today for around 95% of the road network in central and western Europe, which is also useful for operators that provide transit services from eastern Europe, Turkey and beyond.

More X Factor than Fear Factor



Commercial Motor recently ran the UK's first ever Euro 6 road test. Featuring a Scania G 440 4x2 tractor unit, the article was headed: The Fear Factor. But, as their road tester would discover, they needn't have worried – for (and despite some appalling weather) the truck set a new benchmark for fuel efficiency, beating its Euro 5 rivals by a clear and winning margin.

When Scania launched its first two 13-litre Euro 6 engines, (440 and 480 horsepower units), the accompanying press release proclaimed that: 'The new engines are designed to give the same performance and fuel efficiency as their Euro 5 counterparts.'

Never slow to pick up the gauntlet, the UK trade press were immediately pressing for the opportunity to prove this for themselves. So, back in the wet and miserable early summer (just after the nationwide drought was announced!) Scania (Great

"This Scania G440 at 40 tonnes is a very promising first indication. Returning 9.20mpg, it comfortably beat the 8.97mpg achieved by the Mercedes-Benz Axor 1840L, the best of the Euro-5 4x2 tractors tested at 40-tonne GCW"

**Kevin Swallow,
Commercial Motor road tester**

Britain) Limited arranged for a Swedish demonstrator to visit the UK for an exclusive trial around the Commercial Motor road test route.

Beginning and ending at the Motor Industry Research Association's premises on the A5 near Nuneaton, the Commercial Motor route heads north on the M6 to Gretna before crossing the country and returning by way of the A1. In addition to the grinding trunk roads, the journey includes a number of daunting hill climbs. As such, it provides a demanding test for any long-haul vehicle – the application for which the new 440 horsepower Scania Euro 6 engine is primarily intended.

As the table shows, the results were conclusive.

In presenting its findings, Commercial Motor cited three caveats. Firstly, the weather: "We spent two days driving

Commercial Motor's comparative fuel results

		MPG	(AdBlue %)
Scania G 440 Highline	Euro 6	9.2	(2.9%)
Mercedes-Benz Axor 18.40LS	Euro 5	8.97	(3.4%)
Volvo FM 13.430	Euro 5	8.6	(5.0%)
Volvo FM 11.410	Euro 5 EEV	8.4	(5.3%)

into headwinds of up to 30mph and heavy rain." Secondly there was the fact that the test ran with Scania's test trailer rather than the magazine's own. Thirdly, the writer made mention that he believes the Scania Active Prediction system fitted to the truck positively influenced fuel consumption. (Recently-launched, Scania Active Prediction is a cruise control system which uses GPS to look at the terrain ahead and then adjusts the vehicle's speed for maximum fuel efficiency.)

In his verdict, the road tester noted that in addition to the vehicle's outstanding fuel

efficiency, "Fears about weight isn't such a concern...this Scania has not piled on that many kilogrammes...the Euro 6 news looks encouraging." And finally, on Scania Active Prediction, he had this to say: "It looks like Scania has found a rich seam to tap in its clever pro-active cruise control system."

Scania will be exhibiting a Euro 6 truck at the forthcoming CM Live event, which takes place at the Millbrook Proving Ground, Bedfordshire on 3-4 October 2012. For further details, visit: www.commercialmotorlive.com



Scania Driver CPC training accredited by the Institute of Advanced Motorists

Reflecting its on-going commitment to road safety and improving driving standards, the safe and fuel efficient Driver CPC training module developed by Scania (Great Britain) Limited has been accredited by the Institute of Advanced Motorists

driver training company, Drive & Survive. Officially entitled Safe & Fuel Efficient Driving (LGV & PCV) Scania Driver CPC Module B, this is currently the only commercial vehicle manufacturer Driver CPC course to have been awarded

IAM-accredited status.

With pathways designed to fulfil the needs of truck, bus and coach drivers, Scania's Safe & Fuel Efficient Driving training is a practical course covering both on-road instruction and classroom

training. Key aspects of the course include safe driving, urban driving, driving style and techniques, use of the engine and gearbox and environmental considerations. As an additional benefit, all drivers attending the course receive 12-month's complimentary Affiliate Membership to the IAM.

"Our Safe & Fuel Efficient Driver CPC course is the outcome of many hours spent firstly considering the issues and then optimising the way in which the messages are presented and conveyed to drivers," says Scania's Driver Training Manager, Mark Agnew. "From the very outset, Scania's approach has been to go further than simply meet the demands of Driver CPC legislation – our overarching aim is to provide training which truly benefits both the driver and his or her employer. As such, we are delighted that our Safe & Fuel Efficient module has been recognised and accredited by the IAM."

Following significant success in a number of Swedish cities and other locations around the world, Scania (Great Britain) Limited in conjunction with bodybuilder Alexander Dennis Limited is to launch a low entry gas bus into the UK.

The new vehicle will be based on Scania's KUB chassis and feature Scania's 270 horsepower EEV 9.3-litre five-cylinder energy efficient lean burn gas engine, which offers high efficiency and low fuel consumption with no need for exhaust gas recirculation (EGR). Noise and vibration levels are also low and the engine can operate on either Compressed Natural Gas (CNG) or biogas. The unit is based on the same platform as Scania's modular-build 9.3-litre diesel engine, which limits the



UK poised to capitalise on Sweden's successful operation of gas buses

number of new components required for the low entry gas chassis to around 40 items.

The collaborative venture will see Scania supply its KUB chassis and high pressure lightweight composite tanks to Alexander Dennis Limited

for fitment of an adapted Enviro300 43-seat, 12.2-metre overall length body. The finished vehicle will be available via both Scania (Great Britain) Limited and Alexander Dennis Limited.

In preparation for the

UK introduction of the gas bus, Scania has already ensured that all necessary technical literature and parts are available. Scania (Great Britain) Limited is also working with a gas infrastructure provider in order to be able to supply operators with a complete gas-powered transport system.

Over the course of its long history, Scania has produced gas-powered vehicles for almost 100 years, with one of the earliest recorded examples being buses adapted to run on producer gas during the First World War years. Scania first produced a dedicated gas bus engine in 1940. In more recent times the company has supplied in excess of 3,800 gas engines for various applications.

DELIVERING

Not only is Gregory Distribution one of the UK's most prominent names in transport, it is also helping spur up-and-coming athletes on to glory



WINNERS



Less than ten years after London 1908, (the fourth Olympiad of modern times), Archibald John Gregory hitched up his horse and cart and started delivering coal from his local railway station in North Tawton, Devon, to a nearby wool factory. With the world emerging from the most savage and destructive war it had ever witnessed, Mr Gregory was taking the chance to start his own business. At the time, his objectives were simple; to earn a living and provide for his family.

The complication of his poor old horse dying just nine months later didn't dissuade him, instead it acted as the catalyst which saw the first motor vehicle – a Ford Model T lorry – enter service with the firm which would ultimately become Gregory Distribution, one of the United Kingdom's largest and best known independent transport operators.

As Archibald John Gregory built his business, it's safe to say that the thought of sponsoring an up-and-coming athlete would never have entered his mind. That's because back then, unless perhaps you happened to be some far-away government intent on impressing the world by virtue of its citizens' athletic abilities, the concept simply did not exist.

Less than a century later life is rather different, and for any aspiring top athlete sponsorship is required if dreams are ever likely to be realised. And in the case of those looking to compete at the highest level, you can replace the word 'required' with 'essential'.

Unlike his great grandfather, the present-day Mr Gregory at the helm of the family firm – John Gregory – doesn't have to concern himself with the well-being of a horse. He and his colleagues have 450 trucks at their disposal covering around 40 million miles a year and serving 400 customers. And far from running out of a single base, the company today has a total of 17 operating centres located between west Cornwall and Scotland.

But despite this nationwide success, John Gregory has not forgotten his company's roots. And that is why in 2010 he decided to create Team Gregory, a sponsorship initiative designed to help five leading West Country athletes achieve their sporting goals.

In practice, while providing much-needed assistance to the fortunate recipient, many corporate sponsorship packages amount to little more than branding rights and the occasional personal appearance. But Team Gregory was always intended to go far beyond that. Realising it had the ideal mechanism with which to maximise exposure for the scheme, five personalised trailers promoting Team Gregory and its athletes were created to travel the roads of Great Britain, helping to spread the word far and wide.

The development of Team Gregory has also contributed towards the recent corporate rebranding of Gregory Distribution. It was suggested that an ideal strapline to promote the team concept would be 'Delivering Winners', a phrase which not only stuck but has also now been incorporated into the company's revised livery, as seen on its new Scania vehicles (see First Gear, page 5).

Furthermore, the initiative is backed by a dedicated website, (www.team-gregory.co.uk), which in addition to a host of facts and figures on each athlete provides an interactive forum for fans to follow the progress of each and engage with them. There's even a tracker on the homepage to show visitors where each of the trucks and their trailers are at any particular time!

SO WHO ARE THE FORMIDABLE FIVE SPORTS MEN AND WOMEN MAKING UP TEAM GREGORY?

First up is **JEMMA SIMPSON**, a middle distance runner who specialises in the 800- and 1,500-metre events. Hailing from Torpoint in Cornwall, Jemma runs for the Newquay/Par Club. Before excelling on the track, she achieved several levels in gymnastics and is a former county swimmer. Keen on sharing her ambition for success, Jemma's motto is, 'If I can do it, you can do it'.

Champion swimmer **LIAM TANCOCK**, a native of Exeter, is a person with a tendency to break things – most notably, world records! For Liam has twice smashed the world 50-metre backstroke record and has now a total of five world medals to his credit since he debuted on the senior international circuit back in 2005. And just in case you're wondering, Liam's time for swimming 50-metres on his back is just 24.09 seconds. Phew!

Born in Plymouth, modern pentathlete **HEATHER FELL** is already a veteran of high level competition with a collection of top level achievements to her name. Modern pentathletes compete in a varied set of disciplines – air pistol shooting, fencing, freestyle swimming, show jumping and running – making it one of the toughest and most complex sports of all. What's more, Heather's route to the top has been blighted by funding cuts,



Delivering winners – and the message – in style: What better way to spread awareness of the scheme to the widest possible audience?

making it necessary for her to hold down no fewer than three jobs at one point (swimming coach, barmaid and physiotherapist) to enable her to keep up her training.

If you live in Weymouth there's a fair chance that water will figure in your life in some way or another. That's certainly the case with the fourth member of Team Gregory, **NICK DEMPSEY**, Britain's most successful ever windsurfer. Nick took bronze at the Athens Games in 2004 on a Mistral board, now replaced by the RS:X class, a transition Nick handled with apparent ease, finding himself crowned European champion in 2006 and today a World Championship medallist.

Success in the face of adversity is a hallmark of winning athletes, but few can have run up against such a daunting challenge as British number one Lady Pistol Shooter **GORGS GEIKIE** of Okehampton. For Gorgs' speciality event – .22 pistol shooting – was banned in Britain until 2010, meaning she had to do all her training and competing abroad. A former modern pentathlete, relaxation of the regulations prompted Gorgs to focus on her favoured single discipline, which combines precision shooting with a rapid fire competition.

"The grit, determination and effort put in by Jemma, Liam,

Heather, Nick and Gorgs over the years is truly exceptional; they are most certainly all deserving winners," says John Gregory.

"Team Gregory is all about enabling, assisting and celebrating success, so there's no question in my mind that we are supporting exactly the right people. Each of our athletes is a top performer in his or her field, something which is borne out by the fact that all have succeeded in qualifying for London 2012. They are an

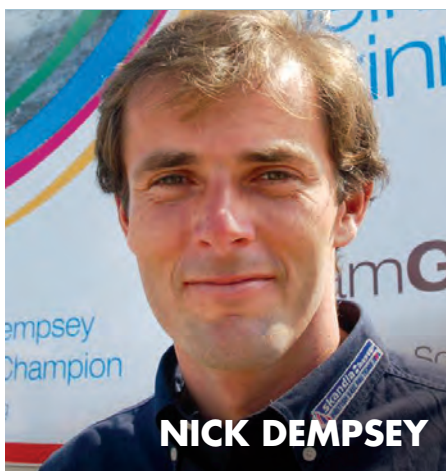
inspiration to us all. We are naturally delighted for all of them and look forward to seeing them compete against the world's finest.

"While the prospect of even more success is obviously fantastic for each of the

individuals concerned, the achievements of Team Gregory's stars is also a great motivator for us – and I'm sure I speak on behalf of everyone at Gregory Distribution by saying we'll all be rooting for them when their big day comes!

"For me, the term Delivering Winners sums it all up. It's what Team Gregory seeks to do and it's what Gregory Distribution does every day. It's a perfect line for us and we're exceptionally pleased with the way it's worked out – and we're now hoping and looking forward to see even more West Country winners being delivered in London this summer!"

"Delivering Winners sums it all up. It's what Team Gregory seeks to do and it's what Gregory Distribution does every day"





BRITAIN'S SPORTING HEROES

We've all got them, but who would you pick as your all-time great?

For many, the track and field events coming our way this summer will be a once-in-a-lifetime experience. The last time we staged such an occasion was in 1948, and before that 1908. On that basis it's likely to be the middle of the 21st century before anything like it happens again. But as much as the here-and-now, great competitions are about memories. And as one of the world's leading sporting nations, the UK has generated more memorable moments than most. That's why we felt it fitting to ask six Scania operators to name their favourite British sports person of all time.





REBECCA ADLINGTON



Evan Sparrowhawk
Managing Director,
Wyvern Cargo

"That's a tough one..." says Evan Sparrowhawk, Managing Director of Poole, Dorset-based haulage and warehousing company Wyvern Cargo. "...how do you choose just one? I mean, we do have quite a few, don't we? I suppose for me it would have to be a swimmer. That's because I used to be a keen swimmer myself – used to swim in the same pool as Duncan Goodhew, as it happens. But who to go for; Duncan, David Wilkie or Rebecca Adlington? They're all outstanding competitors in their own right."

In the final analysis, Evan opts for Rebecca Adlington, Britain's swimming star of four years ago with two gold medals, 400- and 800-metre freestyle, to her credit. In fact, in each subsequent

British Championships staged since the '08 Beijing event, Rebecca has lost only once. That was in 2009 when she came second in the 400-metre freestyle. But in every other 200-, 400- or 800-metre freestyle event from 2009 to 2012, gold has been the colour for Rebecca every time.

What's more, she is also the current 800-metre World Champion, no doubt a welcome addition to her European and Commonwealth Games Championship medals.

So all looks promising for the summer of 2012. Rebecca Adlington, 23-years-old, very much at the top of her game and firmly positioned as one of our leading medal hopes is unquestionably the one to beat.

He's carried many labels in his time – MBE, OBE, KBE, MP, Lord, and even (although he might not thank us for telling you) that of a male model – but it is for none of these attributes that Trevor Ellis, Managing Director of Oakham, Rutland-headquartered logistics specialist C. S. Ellis (Group) Limited considers Sebastian Newbold Coe to be his all-time great.

"For me, it is all about Seb's performance in Moscow 1980," says Trevor.



Trevor Ellis
Managing Director,
C. S. Ellis (Group) Ltd

"Having just been beaten (by Steve Ovett) in the 800-metres, six days later he went on to win gold in the 1,500-metres (Ovett came third), showing true grit and determination – just what we need in today's transport industry!"

Indeed, in terms of grit and determination, there can be few who've given more than Seb Coe over the years. A competitive athlete from the age of 12, his career was frequently hampered by injuries, including throat

problems and a particularly unpleasant and prolonged bout of a disease known as toxoplasmosis. But despite the setbacks, Coe went on to forge a glittering middle-distance running career, his battles with Steve Ovett and Steve Cram in particular being the stuff of legends.

Right now, of course, Lord Coe is synonymous with this year's event. And well qualified to do so he is. For since hanging up his spikes, Sebastian Coe has variously been the Member of Parliament for Falmouth and Camborne, Chair of FIFA's Ethics Committee and, in 2005, the BBC Sports Personality of the Year.



TOM DALEY



It's now back to the pool, but this time not for swimming. And if you'd like to watch the sportsman selected by Philip Ascroft, Managing Director of Preston-based heavy

haulage specialist Ascroft Transport in action, don't look down at the water but upwards in the direction of the concrete platform some 30-feet above. For that is where diver Tom Daley holds court.



Philip Ascroft
Managing Director,
Ascroft Transport

It hardly seems possible that Tom – born just 18 years ago on 21 May 1994 – could already be a veteran competitor, now in his sixth international season. But it's true. For back in 2007, a 12-year-old Tom was given special dispensation to compete in an Australian youth competition, where he took

silver together with his partner Callum Johnstone in the ten-metre synchronised diving event.

In actual fact, by then he'd already been diving for five years, starting off at the age of seven at his local diving club in Plymouth. Since then, he has never been beaten in his age group at any National Championship event. He also holds the crown for being Britain's youngest World Champion in any sport. Another hot prospect for gold in London, Tom now approaches the summer of 2012 with impeccable credentials.

Finally, on top of all his achievements in competition, Tom Daley brings with him to the capital a unique distinction. For on the 27 July 2011 he took the very first dive at London's newly built Aquatics Centre, marking the one-year countdown to the start of the competition. With the anniversary of that plunge fast approaching, all eyes are still on Tom, another of Team GB's great British hopefuls.

SIR CHRIS HOY

A cyclist was to be the sportsman of choice for Tim McCaul, Managing Director of abnormal and hazardous loads specialist McCaul Haulage Limited. And given that Tim's firm is based in Aberdeen, it perhaps comes as no surprise that his chosen pedal-pusher turns out to be Scottish superhero Sir Chris Hoy.

As winner of no fewer than three golds in Beijing in 2008 Beijing, Sir Chris is well in the frame for more glory this year. While the exploits of Mark Cavendish and Bradley Wiggins, British racers who practice their art primarily on the road, have been capturing the headlines of late, Hoy's preferred hunting ground is the velodrome.

Up until 2007, his main events were the Kilo, a one kilometre time trial, and the Team Sprint. The dropping of the Kilo from the Beijing programme in 2008 meant that Sir Chris had to find new events in which to compete.

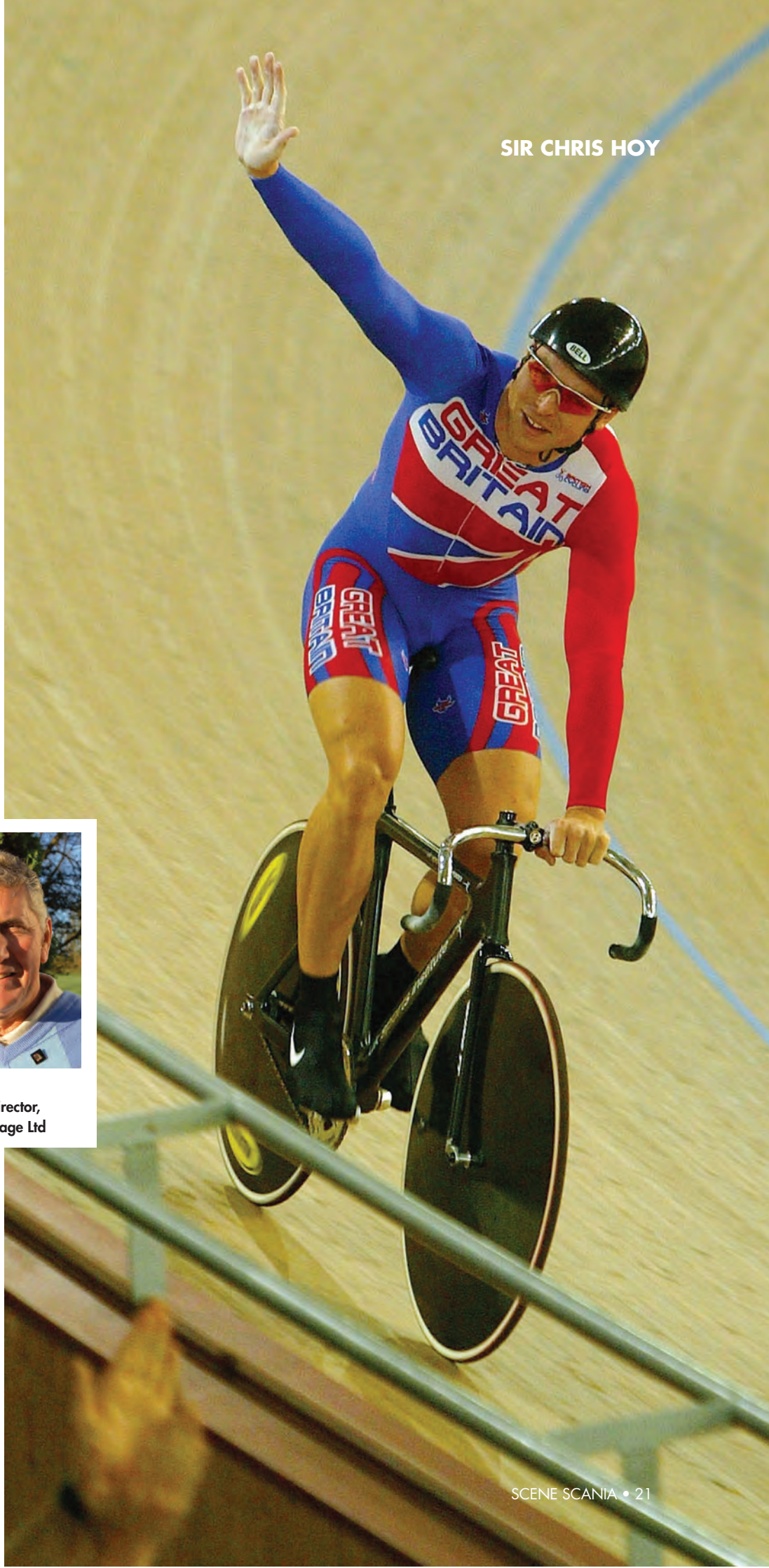
He turned initially to the Keirin, a somewhat odd concept which sees six to eight riders following a pace-setting motorcycle for five-and-a-half laps of the 250-metre velodrome track. The motorbike gradually accelerates and finally pulls away to let the cyclists battle it out over the event's remaining two-and-a-half laps.

In seeking for new challenges, Sir Chris also elected to compete in the Individual Sprint, a wise decision which would ultimately complete his trio of Beijing wins.

The success enjoyed by Sir Chris Hoy and our other two-wheeled stars has led to a massive growth in the popularity of cycling in the UK. Interest in the sport has never been higher and under the charismatic leadership of Performance Director Dave Brailsford, the cyclists of Team GB have become a world class force. Watch out for them this year.



Tim McCaul
Managing Director,
McCaul Haulage Ltd





**Ian Kidd,
Business Manager,
Eddie Stobart Ltd**

"My athletic memories always centre around the 1988 Seoul Games," says Ian Kidd, Business Manager for Eddie Stobart Limited. "That's because I sat up on the evening of 28 September 1988 waiting for my first child to be born. There was nothing else for me to do but watch TV and the events being broadcast through the night."

A glance at the record books immediately suggests which Briton

Ian would be leaning towards at that time; Linford Christie, the only person ever to have won 100-metre gold medals in the big four competitions open to UK athletes – the Olympic Games, the World Championships, the European Championships and the Commonwealth Games.

Although unquestionably a sprinting phenomenon of his time, Christie's record at the world's greatest sporting event reveals a somewhat chequered history. In 1984, he failed to qualify for the British team. Eight years later in Barcelona he took gold. In 1992, he was disqualified in the 100-metre final for false starts.

In 1988, the year Ian Kidd was watching, Linford Christie lifted two silver medals, one of which was not without controversy. That's because he was involved in the 100-metres against arch-rivals, American Carl Lewis and Canada's Ben Johnson. In a race that would ultimately become remembered for one of the most notorious athletics drug scandals of all time, Christie actually crossed the line third. Three days later his bronze was uplifted to silver following the disqualification of Johnson for the use of the anabolic steroid, Stanozolol.

"It certainly wasn't Ben Johnson's finest hour, but '88 was great for me," says Ian Kidd. "Not only did I get to watch more than my fair share of the stars of the day in action, but at 7:00am on Friday 29 September my daughter finally arrived!"

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Our sixth and final British hero combines sporting royalty with proper royalty, for the competitor selected by John Gregory, Chief Executive Officer of West Country operator, Gregory Distribution Limited is Princess Anne, the Princess Royal.

As a member of the 1976 British equestrian team at the Montreal Games, Princess Anne became the first, and to date only, member of the UK royal family to compete at sport's highest level. That would have changed eight years ago when her



LINFORD CHRISTIE



PRINCESS ANNE



John Gregory,
Chief Executive Officer,
Gregory Distribution Ltd

daughter Zara was due to compete in Athens. Sadly, that ambition was thwarted by a late injury to Zara's horse, Toytown. Princess Anne's record remained intact when history repeated itself four years later as Toytown once again pulled up in training, this time forcing Zara to surrender her place in the Team GB Beijing squad.

Although fortunate enough not to suffer a similar fate to that of her daughter, Princess Anne was not ultimately destined to make the podium. John Gregory, who was there, recalls: "I was standing very close to the Queen and Prince Philip when Princess Anne was competing – and falling!" says John.

In the event, Princess Anne finished 24th in the individual equestrian trials. In the team event, the Brits fared less well, recording a Did Not Finish result.

Despite the lack of medals, for John Gregory watching Princess Anne and the team in action was a great experience. "I wouldn't have missed it for the world," he says.

.....

As a footnote, no review of Britain's sporting successes over the years would be complete without mention of the man who brought many of them to the nation's attention, the late, great David Coleman. Noted as much for his banana skins as his edge-of-the-seat commentaries, the last word goes to John Gregory:

"The other thing I remember about Montreal 1976 is that that was where David Coleman made one of his all-time great slip-ups," says John. "It happened during the 800-metres, when a especially muscular Cuban athlete lengthened his stride to move clear of the pack. No doubt overawed at the sight, an animated and excited David Coleman uttered the now immortal words, 'Alberto Juantorena opens his legs and shows the world his class!'"

On behalf of the entire Scania GB Team,
 Scene Scania wishes all our athletes
 every success this summer



YOU SCANIA RELY ON US.

“Our business is built on relationships, and you can only maintain relationships if you keep your promises. Our reputation is built on service so we need a reliable fleet. When you factor in the whole-life cost, fuel economy, driver satisfaction, repair and maintenance contracts and local dealer back-up, Scania is an excellent choice.”


Neville Parry
Brett Group Procurement Manager



SCANIA

www.scania.co.uk/construction





A dream car and a dream day.
Where would you go?

Motoring journalist Michael Phillips makes
the most of a very rare opportunity

The perfect drive

The Audi R8 Spyder V10; 520 horsepower of unashamed, unabashed automotive muscle, slippery surfaces and creature comforts. With a sub-four-seconds 0-60 and a top speed just shy of 200 miles per hour, (197, actually), it's the supercar the ads say you can drive every day – well, if you've got a spare £110,000 or so in loose change, that is...

I haven't, so when the chance to try one out for myself arose, I immediately suspected a catch. "Can't afford it," I retorted. "Doesn't matter," came the reply. "Just enjoy yourself – go where you like, do what you want, no strings attached. Just bring it back in one piece." Why Scene Scania's editor passed this offer on to me, a humble scribe more familiar with big vans than big vees, remains one of life's mysteries.

Two days later, the bruises (from pinching myself) have subsided and I find myself sitting amid the finery of Le Manoir aux Quat'Saisons, gourmet chef

Raymond Blanc's rural Oxfordshire two Michelin star gastronomic paradise where quality, service and attention to detail is everything. For those who understandably can't bring themselves to leave, Le Manoir also offers accommodation; suites every bit as sweet as its sweets. With fluffy pillows, sumptuous decor and the perfume from the sea of lavender outside carried in on the breeze, residents' dreams are sure to be sweet too. Today, Le Manoir was to be my starting point, my logic being that if this was to be the outing of a lifetime I wasn't going to slum it, was I?

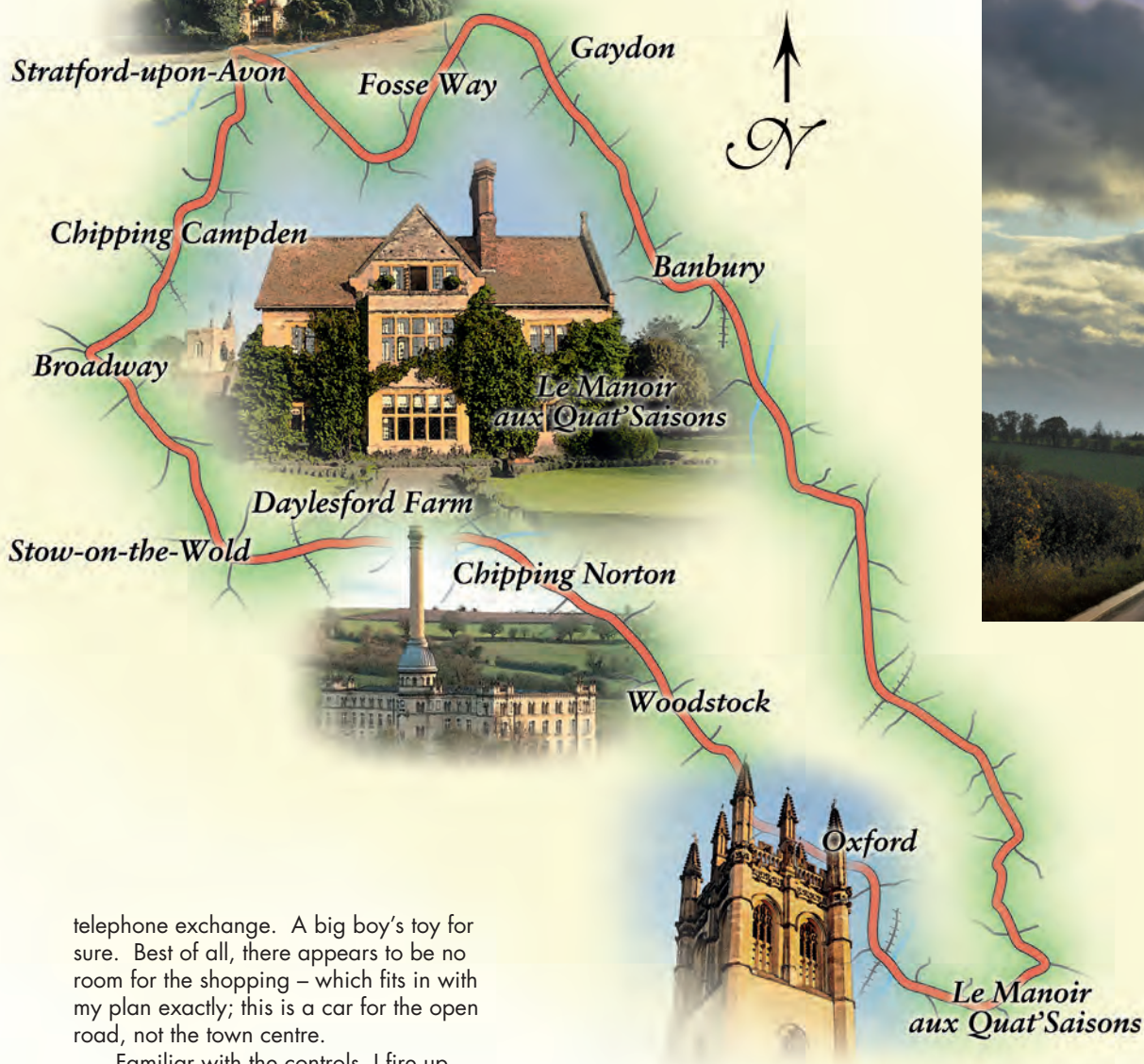
My breakfast in the serenity of the conservatory is interrupted by the crunching of gravel outside. My wheels for the day have arrived. At Le Manoir the Audi R8 looks at home. Unlike me. Intimidated is probably the best word to describe the feeling as I am ushered into the cockpit. It's a snug fit all right, all leathery smelling with more knobs, dials and switches than the proverbial



Le Manoir aux Quat'Saisons – the perfect setting for the start of a perfect drive



In contrast to the many beauty spots along the route, the Fosse Way, below, provides a stark, but ideal, platform for the R8



telephone exchange. A big boy's toy for sure. Best of all, there appears to be no room for the shopping – which fits in with my plan exactly; this is a car for the open road, not the town centre.

Familiar with the controls, I fire up the mighty 5.2-litre V10. As the lump purrs into life, my feeling of intimidation is replaced by a heady mix of anxiety and excitement. Eyes and mouth wide open, I gingerly select first gear.

The R8 responds without drama and I crunch down the drive heading for the M40 which, were it not for the car I was in, would doubtless be the duller part of the day. The motorway has no redeeming features so I amuse myself by watching the heads turn as I progress at a steady and stately 70 miles per hour. It's strange, but driving a car capable of outrunning a Eurostar (who needs HS2?) actually deters you from speeding – probably because you feel exceeding the limit would make you the ideal target for every speed gun, camera and patrolling officer out there.

At junction 11 I exit the motorway and take the A422 towards Banbury, a town which always appears to greet its visitors with the smell of whatever happens to be cooking at its giant food processing plant that day. Today, I think it's carrots.

Banbury Cross aside (and you can keep your cock horse, thank you very much – I've got an Audi R8) the main attraction for me here today is the road out of town. That's because the B4100 is a delight of dips, twists and turns through which to put the R8's steering to the test. In the event, the sensation is nothing short of sensational. No quarter is given by a ride which is ferociously firm, and as



I drop down a gear for one particularly sharp bend the engine snarls and growls at me angrily. This really is one aggressive motor car...

The B-road leads me to an oasis of serenity; the Heritage Motor Centre, Gaydon. This location, which incidentally has become the home of the UK final of Scania's Young European Truck Driver event, is a temple to Britain's automotive history. Looking a little like something from Close Encounters Of The Third Kind, the museum building houses a fabulous collection of cars and associated memorabilia. Best of all, many of the exhibits are relatively recent – if you are over 40, there's a fair chance the type of car you learned to drive in will be on display here.

From Gaydon, my next waypoint will be Stratford-upon-Avon, which I intend to reach via the B4453, part of the Fosse Way. I do have some idea as to what the Romans did for us, but why they decided to build a road linking Exeter with Lincoln remains a puzzle. But today, I'm glad they did. Perhaps they wisely foresaw that one day people like me would have an unquenchable desire to indulge their automotive fantasies on a blissfully laser-straight section of tarmac.

Right foot twitching, I resist flooring the throttle to unleash the beast hovering on my shoulder. My thoughts turn to the Bard instead.

Not long after parking in Stratford, I come to realise the meaning of Shakespeare's famous line from Henry IV Part One: "As he will have me, how am I so poor?" Old Will was obviously referring to the town's army of over-zealous parking wardens. Ready, willing and able to dole out tickets at any and every given opportunity they operate mercilessly, preying on any motorist who unwittingly outstays his or her welcome.

One pot of tea and a parking ticket later I'm back on the road. Stratford's planners, however, appear to have other



Clockwise from top: Immortalised in bronze, the Bard keeps watch over Stratford-upon-Avon; Half-timbered and soft-topped in Stratford; Time for tea in Chipping Campden; One of Oxford's army of cyclists



ideas. They have raised the installation of traffic lights to something of an art form and consequently it takes me an eternity to clear the town. As I glare at the endless string of red lights, the R8 grumbles.

I glance at the fuel gauge and am pleasantly surprised – if driven sensibly, the R8 can be a frugal travelling companion indeed. I realise I needn't have worried about ensuring there were plenty of filling stations along my route...

Chipping Campden – the first of two Chippies I shall visit today – is next on my list. This too is cream tea country, but I resist the temptation knowing I must return to Le Manoir at the end of the day.

Chipping Campden is a delight. Ancient buildings, a 17th century market hall and the Silk Mill, home of the Guild of Handicrafts, act as magnets to a daily throng of tourists. But for me, Chippy No. 1 is the gateway to the Cotswolds.

As the R8 burbles along contentedly, my thoughts turn to Broadway. Not the stateside version, of course, but the picturesque Worcestershire village so beloved of chocolate box and jigsaw makers alike. The caramel-coloured buildings drift peacefully by as the R8 purrs through the High Street, with heads that were moments ago peering through art gallery windows now locked in my direction.

There's no getting away from it, the Audi R8 Spyder V10 is a shameless poseur-mobile. In the real world, I am perfectly happy to drive around anonymously. Flash cars and so-called personalised plates are definitely not my thing, (although MP 1 might just sway me), but I have to confess I am enjoying being gawped at immensely. OK, I know I'm not actually the main attraction, but who cares? – for one day only, I'm loving it!

By the time I snap out of my delusions of grandeur, Stow-on-the-Wold has come and gone and I'm deep in the heart of the plushy Cotswold villages which are home to the stars. But where are they? No

Clockwise from top: No wonder the Cotswolds are a firm favourite of chocolate box and jigsaw manufacturers! Automotive elegance: every aspect of the Audi R8 is crafted to perfection; Mind your hat: Stratford punters follow the arrows; Making hay, Cotswolds style



Winsletts or Hurleys to be seen anywhere, not even a passing Ferrari-clad Clarkson to cast an admiring glance at me. Why not? Surely word must have spread that I was coming...?

Situated slap bang between Stow-on-the-Wold and Chipping Norton in the hamlet of Daylesford, Daylesford Farm is the doyen of farm shops. In fact, it's more than a farm shop; it's an organic farm shop. Owned by Carole Bamford, its got a restaurant, cookery school and (wait for it) a spa in the hay barn.

I enjoy an an exquisite lunch in the café where the beautiful people of the Cotswolds reside; just me, the organic hens, the organic mini cheddar truckles and, best of all, the organic marmalade. I also decide to invest in pack of chocolate quail eggs. My bag-for-life bulging, I prepare to leave. Then – shock, horror – I remember the car's apparent lack of storage space. But I needn't have worried as those clever Vorsprung Durch Technikrats have thought of everything, as concealed within the R8's snout is a 100-litre boot. There is also, in actuality, a shelf behind the seats, which I

am told is big enough to take a set of golf clubs – but in this writer's humble opinion you might well advised to invest in locker space at your local club instead.

Chicken, cheese, marmalade and chocs away, I fire up the V10 once again. A quick blip of the throttle disturbs the Daylesford tranquillity and I scrunch out of the car park and back onto the byways of rural Gloucestershire.

There's still no sign of Jeremy

Those clever Vorsprung Durch Technikrats have thought of everything, as concealed within the R8's snout is a 100-litre boot

as I glide through Chipping Norton, my Chippy no. 2, and the somewhat unremarkable market town to which Mr C. doubtless holds the keys.

It's just another 11 miles until I reach Woodstock, the location of the fabulous Blenheim Palace, which, among much else, is home to the outstanding Churchill Exhibition. Although a visit never disappoints, today I don't stop. But as I drive by on the A44, I can't help but

ponder who's in; the Duke of Marlborough perhaps, or a visiting Royal or foreign dignitary maybe, who knows? – bet they'd like a go in my car though!

So on to Oxford, seat of learning, Morse, a covered market and a park and ride scheme which has no chance of seeing me as a customer today. My hands clench the wheel at the very thought of it.

The choice as you enter Oxford from Woodstock is to take the Woodstock Road or the Banbury Road. I elect for Banbury, which takes me through Summertown where the gentle folk of Oxford come to promenade and be seen. Together with the tea rooms and artisan shops, they make a delightful sight, especially when the sun is out as it is right now.

With its 38 university colleges and alumni too numerous to mention, Oxford has been educating the world's brightest for almost 1,000 years. Admission, of course, is almost as difficult as finding a parking space in town. So, alas, I doff my cap in deference to the great and good and get on my way.

My journey has nearly come full circle. Disappointingly, the stretch takes



me along Cowley Road, past the Mini factory. Here, I sense not only the passers-by but also the Minis themselves eyeing the R8 with jealous glances.

As I head for the M40 once more, I can't resist one final burst. I flick the six-speed gearbox down a notch or two and floor it. The kick and the noise are unforgettable. The speed limit arrives in a flash and a blur and I back off, the sound rinsing my senses in the most pleasurable and harmonic way.

I turn back into Le Manoir and give the accelerator one more playful tap. The R8 responds in kind, forcing me to brake rather more sharply than is polite at such a venue.

So there we are, 142 miles of motoring pleasure later, my time in a



supercar is up. I console myself with the thought of the meal to come. As I sit down and peruse the menu, I reflect on the day. Forget thrashing round the Nürburgring or ice driving in Finland, book yourself into Le Manoir, hire an Audi V10 and explore the Cotswolds. That's my perfect drive. They say marriages are made in heaven, but when you can see an R8 outside as I can right now, love at first sight becomes a distinctly viable proposition too.

As I gaze wistfully through the leaded window, the concierge hands over the keys and the car – my car – is gone.

Simultaneously, and despite the promise of an impending Menu Découverte, a nine-course gastronomic delight for which insufficient superlatives have been invented, my appetite sadly fades. Happily, as my spiced velouté of cauliflower with roasted langoustine appears the moment passes and the meal exceeds all expectations.

And so to bed. As my head hits the plumped up pillows, I wonder if it was all a dream. But it wasn't – it's just that given free rein in an Audi R8 Spyder V10 on a beautiful sunny day feels like one.

Perfect.

From the left: Daylesford Farm and a small selection of its organic bounty; Natural beauty: the R8 takes centre stage; saddle up in Stow, dress up in Oxford; Yet more architectural grandeur, this time it's Oxford

Our thanks go to Le Manoir aux Quat'Saisons (www.manoir.com) in the preparation of this feature





Old ways, new tasks

Traditional engineering skills are vital not only for preserving the nation's transport heritage, but also when it comes to training the technicians of the future



Dotted around Mark Oliver's Derbyshire workshop are the usual sets of spanners, sockets and other assorted tools you would expect to find in the garage of any one of Britain's army of historic vehicle restorers. The same can be said of the workshop belonging to Mark's father, and his father before him. Today, William Oliver, aged ten, is well on his way to becoming the fourth generation of the family to acquire the same engineering skills upon which the nation built its power-base way back in the days of the Industrial Revolution.

The Oliver clan has been involved in transport since the days when owners and drivers were expected to know how to fix their own vehicles. "They didn't have Scania Assistance back then, or a dealer they could call into every few miles or so," says Mark. "If you were an operator, you had to learn how to be self-sufficient and look after your vehicles out on the road. Having the skills to keep you rolling wasn't an option, it was a necessity, and I believe our industry today is all the richer for it."

For the Olivers, passing on their engineering knowledge to each new generation has become something of a family tradition. Although no longer operating their own fleet, their involvement in the commercial world remains as alive as ever.

Today, Mark is Scania's UK Bus and Coach Fleet Sales Manager, having recently transferred from the technical side of the business where he held the position of Technical Services Manager. Together, he and his father are both active members of the UK vehicle preservation scene with an extensive collection of classic commercials between them.

"The vehicles we own represent examples of those our family has been involved with over the years," he says. "So we've got a Field Marshall tractor, a Bedford K Type, a Canadian Dodge and a Scania tractor unit, an R142. I've also got



Above and left: Preserved in time, vehicles and components in the Oliver family workshop
Opposite page: Mark Oliver, top, hard at work on a Scania LB76 tractor unit undergoing restoration

Below: Apprentices learn their trade the traditional way at the Scania Technical Training Centre near Loughborough

a 1935 Rolls Royce sports saloon. In our opinion, each vehicle we operated was the finest of its type at the time – which is why the Rolls Royce fits in perfectly with our collection.”

For many of the 17 years Mark has worked for Scania, he has been involved in technical training, including the development of the apprentice courses offered by the company today. And while a fair proportion of this training is naturally centred around diagnostics and the advanced technology found in modern commercial vehicles, a notable feature of Scania apprentice training is the attention paid to traditional engineering skills. Could this be just co-incidence, or is there a connection with Mark’s personal passion?

“I certainly wouldn’t wish to claim all the credit for it, but I fervently believe that every technician must have a firm grounding in the key skills upon which our industry is based,” he says. “By that I mean things such as filing, hacksawing and the like. Even learning to use a spanner correctly is something which helps to build and develop the manual dexterity upon which every commercial vehicle technician depends upon every day of their working lives.

“Tool selection is another hugely important thing – using the right tool for the job in hand. That has a massive

bearing on safety as well as quality, and I cannot overstate the importance of getting it right here. I know it sounds obvious, but it’s not to lads coming new into the industry as apprentices. I see it both as a responsibility and a priority for us to ensure these youngsters learn how to do things correctly from day one. If you allow bad habits to creep in, they can



stay with you for a lifetime – and that’s something which might just come with a very heavy price tag indeed.

“So while we make great play of the technology crammed into our national Technical Training Centre – both in its extensive state-of-the-art workshop and its training rooms where there is a computer for every student, for example – we also take great care never to lose sight of first

principles and the core skills our industry is built upon.”

Over the years, the Scania apprentice training process has included working on various restoration projects. Trainees have been involved in renovating a 1956 Scania diesel engine, which today stands proudly in the Technical Training Centre’s reception area. The current intake of students is getting to grips with a pre-1930 Scania petrol engine, and a 1967 Scania-VABIS LB76 tractor unit has also been worked on extensively by apprentices.

“To my mind, these activities are every bit as important as learning modern day skills,” says Mark Oliver. “Although many of the underlying engineering principles remain much the same, Scania vehicles today are hugely reliable compared to their predecessors. Designs, manufacturing techniques, materials and technology have advanced beyond all recognition, which means for the vast majority of the time our technicians will be occupied with routine servicing, repair and maintenance tasks.

“But we still have to be capable of carrying out the biggest jobs, such as engine or gearbox rebuilds. The Technical Training Centre has plenty of engines and gearboxes of all sizes and types at its disposal, and they are regularly stripped down and rebuilt by trainees. But this training doesn’t teach them how to cope



with some of the other things they might just come across from time to time – rusted parts, components seized solid, cross-threaded or burred bolts from a previous bodged repair, and so on.

“That’s where restoration can play a big part. As any restorer will tell you, you have to be able to think on your feet; ‘How on earth do I fix this or get round that?’, that sort of thing. And this is what restoration does, it helps you think out of the box. Because, believe me, a restoration job never goes smoothly, you always run up against something for which you have to figure out a solution for yourself.

“That’s part of the pleasure of it, of course. You get a real sense of achievement when you solve the problems you won’t find explained in any workshop manual. And enjoying the job is also something we naturally try to instil into our trainees – and what better way to do that than by bringing an historic vehicle or engine back to life?”

Back in Mark Oliver’s workshop, young William is discovering that pleasure for himself. Learning from his father and getting stuck into the endless polishing



While diagnostics form a vital part of every technician’s training today, Mark Oliver impresses upon son William (below and top left on facing page) that traditional skills are equally well worth preserving

that comes as part of the restorer’s territory, he helps his dad prepare for their next classic vehicle rally.

Given our predilection for the past, Mark and William are not short of opportunities to display their wares. A quick internet search reveals that in July alone no fewer than 180 classic vehicle shows are planned the length and breadth of the UK. Add August to that figure

and the total tops 320 events, many of which include categories for vintage commercials. Even during the autumn and winter months there are plenty of outings to attend, ranging from organised get-togethers (20 listed for November, for example) to Boxing Day runs and rallies.

No visitor statistics are available for the number attending these shows, but with rallies, shows, events and fairs being an integral part of the British summer, the total is, beyond any doubt, substantial.

“Showing our collection is the final part of the restoration jigsaw for me,” says Mark Oliver. “In fact, my family has been doing it for the past 40 years. The interest generated by historic vehicles today is phenomenal and I think it’s really important to get out there and share our engineering and automotive heritage. While the old boys love to come and have a chat about the trucks they drove in their youth, there’s plenty of youngsters who really appreciate it too.

“And if that helps keep it all alive – and perhaps bring some new young blood into our industry too – that has to be a good thing.”





It's showtime!

The British historic vehicle rally scene, of which Mark Oliver is very much a part, is among the finest – if not the finest – in the world. From Land's End to John O'Groats there are regular shows and events catering for all tastes and every kind of automobile. Here's our brief pictorial tribute to those who not only preserve our automotive heritage but also give up their own time (and money) to attend rallies and share the fruits of their labours with us all.



Iconic



encounters

It's not every day that all-time heroes come together, but in the following two exclusive articles we bring you a double measure of greatness: Murray Walker (left) in conversation with Sir Stirling Moss, followed by Pink Floyd's Nick Mason driving two outstanding trucks of their time; a Scania R 730 and a Scania LB 141





In the pantheon of motorsport, nobody occupies a higher position than the two subjects of our first feature. Both, in their own way, are National Treasures; Murray Walker, the voice of motorsport, and Sir Stirling Moss, Mr Motor Racing (as Murray eloquently puts it). When it comes to greatness, there is no test greater than that of time – and despite the fact that both Murray and Sir Stirling have been retired for many years, their popularity, fame, and the memories each created, unquestionably live on.

Scene Scania was privileged to be granted an exclusive audience where Murray and Sir Stirling came together to discuss their extraordinary careers. You can read the edited highlights here or listen to the podcast on our website, www.scania.co.uk/motorsport for the full story. Whichever version you choose, we're sure you'll find this unique conversation riveting.



Facing page: On his way to a famous victory in 1956 as Stirling Moss pilots his Maserati 250F around the streets of Monaco

Below: A delighted Stirling Moss celebrates following his victory in the 1955 Mille Miglia



MURRAY WALKER: I've just been working it out, I think we share 170 years of life between us and both of us precede Formula One – and most people seem to think that motor racing began with Formula One. But it didn't. Stirling, your career lasted, what, 14 years...?

SIR STIRLING MOSS: If I hadn't had the crash, (Sir Stirling suffered a career-ending crash in a Lotus at Goodwood in 1962), it could have been 50 years, because I had no intention of retiring as I think I was at the top of my game.

MW: You had an absolutely fantastic career, but what is even more fantastic to me is that your career, racing, effectively finished in 1962 and I'm talking to you in 2012 and you are still in this country in general, and the world, Mr Motor Racing. How have you done it?!

SM: My father did it for me. My mother wanted to call me Hamish, and my father said, 'You can think again – we don't want Hamish, what about Stirling?' And I think Stirling has been an enormous help to me. You know there was an advert once for cornflakes and the woman just opened the window and said, 'Come on Stirling, breakfast is ready'. And for that to happen was tremendous. So I think it's a lot to do with that – and I was obviously competitive and I'd fight like anything, you know, that's the way my personality is.

MW: But given that 1962 is a hell of a long time ago and that an awful lot of people following motor racing now will not have seen you racing because it was before they were born, how is it that you've managed to keep your name in front of the public as well as you have?

SM: I'm glad to hear you say that, but really I've got no idea, I really don't. Have you any idea?

MW: Oh yes, I have a perfect idea. First of all – and I don't want to spare your blushes – you are generally regarded as the greatest of all time, because you had an absolutely unique career in that you weren't just Formula One and single seaters; you were sports cars as well. And sports cars were as important then as Formula One is now...how did you feel about one versus the other?

SM: I preferred sports cars because there's no doubt I think I was more competitive in a sports car against the other people than in a formula car. I could certainly beat (Juan Manuel) Fangio in a sports car but in a Formula One car, no. And, for whatever reason, sports cars I enjoyed very



much. There were so many more races too...Le Mans...the Targa (Florio), the Mille Miglia and the Tourist Trophy...

MW: Why would you have been better than Fangio in a sports car – were you prepared to stick your neck out more?

SM: No. I asked Fangio why, what is it, and he said, 'I like to see the wheels'. But I think when you're driving, you're not looking at the wheels, you're looking 200 yards ahead – so I never really understood his answer!

MW: Now, when you began, life in motor racing, the level you were at, was very different to now. It was freer, it was easier, it was less professional.

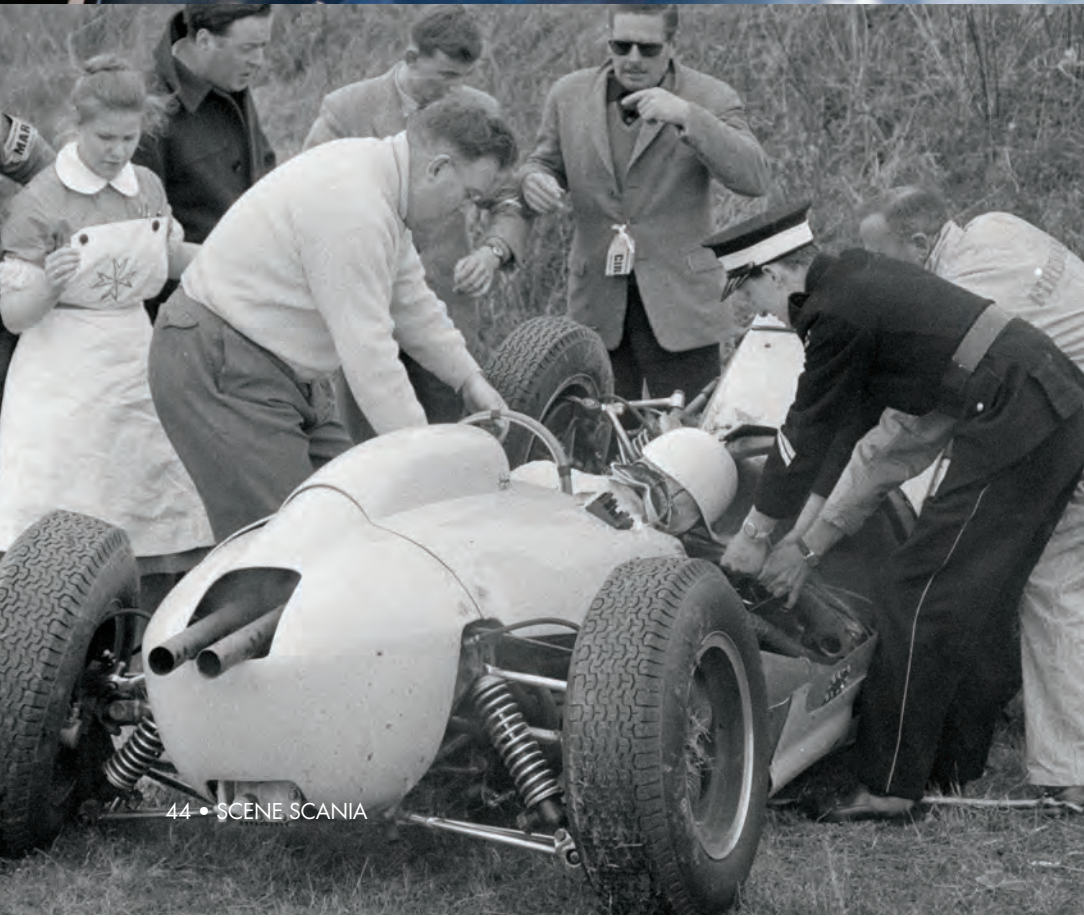
SM: It was more fun, in fact.

MW: Which would you have preferred: to be Stirling Moss at the time you were Stirling Moss or to be Stirling Moss at your level now?

SM: Oh, then. To start with...the tools of your trade...I mean, a Formula One car is a fantastic piece of machinery. But driver-input towards success I reckon in the era of the '50s and '60s probably was maybe 15, 25 percent even. Now, I think it's right down, because as you see from the lap times, it's down to probably only five or six percent.

MW: You drove against Fangio, Mike Hawthorn and so many other of the greats, do you think you can compare them in any way with the Lewis Hamiltons or the Jensen Buttons or the Sebastian Vettels of today?

SM: Only because of the success that they manage to get. I think that, for instance, Vettel is doing so well – but he's got the



Top: Stirling Moss inspects the car of five times world champion Juan Manuel Fangio during a vintage race celebration at the inaugural United States Grand Prix West in Long Beach, California in 1976

Bottom: Entitled simply, 'Get him out', this photograph captures the scene immediately after Stirling's horrific 1962 Goodwood crash

best car. But then, how many people are there you could put in that car who would beat him now? I don't think that many. He is an exceptional driver. I don't think it's just the car.

MW: I think of you as the first real professional. Because when you started I don't think it's an exaggeration to say that Formula One and single seater racing was the province of wealthy amateurs who were having a good time. But you made it a lot more professional than it was then, and in some ways right up with where it is now. What was driving you? Was it the money?

SM: No, it wasn't the money. I had to be professional as I couldn't afford to do it without. In other words, I'd got no personal income, I hadn't any backing. My father was a successful dentist, but he certainly wasn't into running a team. I just loved getting into a car, I liked the competition. The biggest point really is that the size of the person makes no difference. In other words, people who were big or small didn't make any difference at all. Therefore, I could go in and race and drive myself hard, because

that was what was required. I was very fit, I was young, I was impetuous. I've often thought about it. Impetuosity is bad in many ways, but in motor racing it probably helps. Because if anything happens, you do something instantly – even if it's the wrong thing maybe, but you need to take some action if a wheel comes off, or whatever it is. And I think being impetuous assisted me in that respect, but that's more for safety, shall we say, rather than getting speed.

MW: Talking about safety, in your day – to put it very mildly indeed – motor racing

kids climb things and so on? They like the idea, 'boy, this is a bit dodgy – I'm sure he can't do it!' And in motor racing, of course, that is the number one thing. You go into a corner and you just hope you've got more courage, or understanding, or whatever it is than the guy you're racing against and that you'll go quicker than he does.

MW: But Stirling, the conditions that applied in your time couldn't possibly apply now, because when you started it was just after the war and the attitude to death was very different then, wasn't it?

SM: Yes, it was far more accepted because so many people had died. Now, the thought of a person dying taking part in a sport is appalling. But back then, a driver made a mistake and he was dead. It was much more accepted, I think, because of the war.

MW: But you were not fazed at all when you were racing?

SM: I was. People would say what do you think about that friend who got killed here or there and I had to tell myself that if it had been me, I'd have

“But part of the reason I did it – possibly the most important thing for me – is that it was dangerous!” Sir Stirling Moss

was not safe. Jackie Stewart has said that he has lost 34 of his personal friends while he was racing. Motor racing is now as safe as it is ever going to be...

SM: Yes, yes, it's very safe. But part of the reason I did it – possibly the most important thing for me – is that it was dangerous! I mean, when you're 17 or 18 years old you want danger. Why do





been a little bit later there or a little bit earlier here. In other words, make an excuse. I think almost every shunt I ever had was due to something coming off the car, which in those days was quite common, now it's not.

MW: You must have broken virtually every bone in your body – and that never put you off?

SM: No, no, no. Once you'd had a shunt, you'd go into hospital and they'd patch you up and you'd just want to get back in there!

MW: I've often thought, the likes of Schumacher, yourself, Jensen Button, Lewis Hamilton live a fantastic life, you travel the world, you've got a very exciting job and then all of a sudden because your reflexes start to go at 35 or 40 that stops and this wonderful, glamorous, interesting, travelling life you had is over. Did you miss it? Did you miss the buzz when it was all over?

SM: Oh, tremendously.

MW: What sort of withdrawal symptoms did you have?

SM: Well, I didn't have symptoms because the decision I made following Goodwood was something I felt was the only decision I could take. I think (in an attempt at a comeback) I tried myself out too early. My speeds were adequate, but my concentration wasn't. And the concentration needed to drive a racing car is very important.

I think if I'd waited two or three years, I might have come back. But against that was this young guy Jimmy Clark who was fantastic and he was coming up. And

SM: Murray, you've been a household name for most of my life. How did you get into it?

MW: Well, it's a combination of birthright and nepotism I think, Stirling. I was born into a motorsport environment. My dad was a professional racing motorcyclist and a very successful one. So I grew up in an atmosphere where motorsport was all around you all the time. I think most boys in life either love what their father did or hate what their father did, and I worshipped my father, who was an exceptional man, and I wanted to be like him.

I started racing bikes after the war and I thought, I'll show the old man how it really ought to be done – and I very rapidly discovered I wasn't

going to show the old man how it was done. And, unlike you, I wasn't good enough to satisfy myself, and you know what they say: Those that can, do, and those that can't, talk about it. So I started talking about it and by then my father was the BBC's commentator on motorcycle racing and I worked with him from 1948 to 1962, and we were the only father and son commentary team the BBC had ever

“You know what they say: Those that can, do, and those that can't, talk about it”

Murray Walker

then, of course, the cars were changing; they were getting slicks and all this sort of stuff. So it completely changed, so I'm not in any way worried about having made the wrong decision, I think I made it too early, that's all.

At this point, the roles reverse as the interviewer becomes the interviewee, and vice versa:



Above left: Stirling Moss wows the crowd during the 1955 Mille Miglia

Above: Classic Maserati action from the 1954 Monza Grand Prix

had. You and I have both been terribly lucky in that we have both done all our lives something we've wanted to do.

SM: It's absolutely fantastic. I've never had a day where I've thought I don't want to go to work.

MW: Neither have I. I always regarded my job as not being just to inform, because anyone can inform, but to entertain as well...

SM: Paint the picture?

MW: Yes. I used to stand in the commentary box, I never sat down. I was on the balls of my feet all the time, the adrenalin was pouring out of me by the bucketful... James Hunt would be sitting beside me in a sullen heap when he was doing it... Martin Brundle used to stand up. He stood up because he said, 'If old Murray can stand up, then I can stand up!' and we used to communicate with a series of hand signals.

But, as I say, I regarded my job to entertain and, hopefully, I didn't find it difficult to do so because I was so passionate about it myself – and that's why I got the reputation for making mistakes. Because when you're looking at a television screen and you're watching a Formula One race and something exciting happens, you haven't got the opportunity to say, 'shall I say it this way or that way?' You say what comes into your mind, into your mouth, straight away, and sometimes you get it wrong. The words come out in the wrong order, or the wrong words come out or you fail to identify a driver. And that's why the critics sitting at home, with their television sets, and they're just concentrating on the screen and they don't have to say anything about it, say, 'Why don't they get someone who knows what he's talking about?!'

SM: So how much do you miss it?

MW: If I'm totally honest with you Stirling, I miss it more than I can say. Because, as you know, Formula One is a gigantically challenging environment and everybody in Formula One is very good at what they do. Doesn't matter if he's a tyre fitter, a mechanic, an IT man, the team principal, the driver; they're all top people...and



they're all vying with each other in an environment where next weekend it's going to be another major challenge.

And I regard myself as terribly lucky to have been in that environment all my life.

We hope you have enjoyed these highlights from our exclusive conversation between Murray Walker and Sir Stirling Moss. In fact, what you have read here only accounts for a small fraction of the complete recording, which you can hear in full at www.scania.co.uk/motorsport. It's a far-ranging discussion covering motorsport in general, including an insider's glimpse behind the scenes of the world's most glamorous sport, and a whole lot more...





CLASS ACT

Two V8 classics – a modern day R 730 and a vintage LB141
– give Nick Mason plenty to bang the drum about



Why would Nick Mason, founder member and percussionist with progressive rock band Pink Floyd and the man who, according to his P. A., has ‘driven and flown just about everything’, want to drive a truck? “Quite simply because I’ve never done it before. I’d heard from racing driver Allan McNish what a great time he’d had when he drove the R 730 (Scene Scania issue 1 2011) and thought it would be interesting to try – so thanks very much for asking me,” says Nick.

The reason behind the invitation is that in automotive circles today Nick Mason is as much respected for his vehicle collection, expert knowledge and exploits in historic racing cars as he is for his musical success. And in the same way that Pink Floyd never did things by halves (biggest selling UK album

of all time; longest ever run in the US charts, both attributed to Dark Side of the Moon, for example) Nick’s assembly of supercars and other assorted collectables has been composed on a grand scale.

“I came from a motoring household,”

“It was vehicles that came first for me – which I suppose was inevitable as rock and roll hadn’t actually been invented at the time!”

he says. “My dad worked for Shell at the time, making documentary films about motorsport. He also raced a vintage Bentley. I was taken to Silverstone in the early 1950s and recall very occasionally, at Grands Prix and the like, seeing people

such as Stirling Moss and Alberto Ascari compete. So although I eventually went into music, it was vehicles that came first for me – which I suppose was inevitable as rock and roll hadn’t actually been invented at the time!”

But music was to provide the means with which Nick Mason could indulge his passion. As long ago as the mid-1970s he took ownership of a Ferrari 250 GTO, one of only 39 ever built and a rarity today reckoned to be one of the most valuable cars in the world. He’s also got a McLaren F1 plus enough Maseratis, Bugattis and other racing weaponry to fill his own Grand Prix grid.

Amidst this mighty collection is a single truck...but it’s not a commercial vehicle as we know them. For Nick Mason’s sole venture into the world



of lorries includes the purchase of a unique Ford Model T truck. What sets this particular vehicle apart are its two previous owners – Sennett Studios, which used it as one of Laurel and Hardy’s cars, and Coco the Clown. And yes, the levers that pop the doors off and squirt water in your face are all still there!

The two trucks lined up at Millbrook Proving Ground for Nick to drive represented a very different proposition indeed. For the loan of them, we are indebted to Bim Mountain of Grampian Continental, Scania dealer Keltruck Limited, owner of the LB141, and Michael Lacey Junior whose vintage tilt trailer was coupled to the LB141 for the day.

The Grampian Continental truck, a flagship model R 730, spends its time plying European routes carrying goods and equipment primarily for the oil and

gas industry. “At 730 horsepower it’s a powerful, state-of-the-art vehicle which we’ve enhanced with an array of mod-cons and luxury fitments,” says Bim. In contrast, the LB141 sports all the creature comforts associated with its time, the mid-1970s. It’s therefore relatively spartan inside by today’s standards, and its V8 engine is rated at a mere 375 horsepower.

Our request to Nick Mason, as a man with more experience of classic vehicles than most, was to compare the old with the new.

“Apart from being truly terrified at the prospect of reversing them, I’m particularly interested in their power and how it is managed,” he told us before starting off. “No matter what vehicle I am driving, for me precision is the thing. Even when I’m competing I have no interest in speed per se, it’s all about

Set the controls for the start of the run: Nick Mason settles into the cab as he prepares for adventure in the LB141



A SAUCER FULL OF SCANIAS: As our photo on the high speed bowl at Millbrook Proving Ground shows, there is a connection between Grampian Continental and Essex International, whose livery the LB141 sports. “It’s a long story,” says Bim Mountain. “Basically it’s down to my nephew Michael Lacey Junior, whose father used to drive for Essex International back in the 1970s. Michael used to go out with him and developed a passion to have an LB 141 in Essex International colours. Today he’s involved in Grampian Continental, which explains the similar liveries. Having achieved his dream, Michael recently sold the LB 141 on to Scania dealer Keltruck, but decided to keep his vintage tilt trailer.



On the road with Pink Floyd

During the course of our time with Nick Mason, we reflected with him on the role transport played over the years with Pink Floyd. Renowned for their megashows such as The Wall, for which the only UK indoor venue large enough at the time was Earl's Court, the band had a transport requirement that set it apart in the music business.

"It wasn't always like that, of course," smiled Nick. "In the early days we all used to jump in the back of a Transit van and that was that. When we recorded our album Ummagumma in 1969, we had amassed so much kit that we decided to photograph it all in front of our van, which was still pretty modest by our latter day standards!"

"By the time Dark Side of the Moon was released in 1973, we had nine tons of kit which required three trucks to move it. But the real change came when we started to use multiple stages while touring. We would take three complete stage sets with us and these would leapfrog venues, allowing us to perform at more locations in a shorter space of time.

"We ended up with no fewer than 23 trucks on tour. The logistics were so complicated that not only did we have band rehearsals, we also had to have packing rehearsals so the roadies knew what to put where in order that everything would turn up in the right place at the right time!"



Nick with the famed van and equipment shot on the 1969 Ummagumma album cover. In its day, this was leading-edge rock transport stuff!



Although this particular vehicle didn't exist at the time, (being a Scania Centurion it was built in Scania's centenary year, 1991), Redburn Transfer provided 23 trucks for Pink Floyd's 1989 European tour. Halfway through the programme a concert in Moscow had to be rescheduled, leaving the road crew little time afterwards to travel from the USSR to

Finland. To hasten their passage, a Soviet-style escort was mustered. When they reached what was then Leningrad, all the traffic lights were turned to red so the convoy could make an uninterrupted high speed dash across the city!



retaining control, especially when you're close to the edge or near the limit of your abilities. I'm looking forward to seeing how that translates for me behind the wheel of a truck."

After a safety briefing and run through of the controls, Nick took to the Millbrook track in the LB141 accompanied by Mark Agnew, Scania's Driver Training Manager. Several laps around the high speed bowl were followed by a testing drive around the facility's alpine route.

"You certainly learn a lot very quickly," reports Nick. "After my familiarisation session and getting moving, my first task was to set about mastering the art of road positioning. In many ways I found that similar to road racing; it required a combination of concentration, judgement and reading the road correctly. As I focused on that, I also began to



appreciate how the weight of the vehicle affects its momentum.”

Next came a vehicle switch and the route replicated in the R 730. “The difference was incredible,” says Nick. “More than anything, it made me glad I drove the LB141 first – I wouldn’t like to have done it the other way round, as I might not have appreciated just how good it was for a vehicle more than 35 years old.

“For example, I had been expecting some kind of crash gearbox, but the five-over-five synchromesh range-change box worked perfectly well and was easy enough to operate. Having said that, compared to the two-pedal Opticruise system of the R730 it was miles behind.

“The brakes too. In the LB141, while they had no trouble stopping us, I found them somewhat on the aggressive side, a bit of a handful, whereas braking in the

R 730 is effortless – the feel is just like that of a family car. And I was hauling a laden trailer, so that really is quite remarkable.

“Then there’s the cab suspension and air-suspended seats of the R 730, which make for an exceptionally comfortable ride, and things like the excellent visibility you get with modern day mirrors. Add to that the driveability of the 730 horsepower V8 and the result is a vehicle that’s a pleasure to drive, it’s fantastic, so smooth.

“Finally, I also have to say that I loved the Scania Driver Support system. I’m all for aids which help improve driver focus and concentration. There should be much more of that sort of thing in cars in my view – and I’m sure we would all agree it’s far better to have an impartial judge telling you how you’re driving...rather than a loved one yelling at you from the passenger seat!”

A nice pair: Nick Mason surveys the LB141 and the R 730 from a lofty perch above the Millbrook test track. We’re now looking forward to bringing you a feature on Nick’s own collection of outstanding vehicles in a future edition of Scene Scania



Keep on running

There comes a time where foresight and planning counts as much as the event itself. This year, the UK hosts what will undoubtedly be one of those occasions. While the competitors and spectators are no doubt excited about the Olympic Games themselves, Scania, as a major supplier of commercial vehicles, has to consider how well prepared it is to keep its products moving during exceptional periods. As the world waits, Scene Scania hears how Scania Assistance is gearing up for the summer of 2012

Since the start of the year, Barry Mitton, UK and Republic of Ireland Manager for Scania Assistance Western Europe, has had a number of key dates in his diary. The opening of the athlete's village (July 15), the first event at Cardiff's Millennium Stadium (July 25), and the busiest single day in terms of tickets issued; 837,000 in all (August 04). Vital dates all, each of which have the potential to impact way

beyond the venues themselves.

"That's because it's also about the additional mass movement of people right across the country," says Barry Mitton. "In fact, over a six week period, (between the opening and closing ceremonies of the Olympic and Paralympic Games), there's a potential for over nine million people to be mobile – and that doesn't include free events such as road runs."

Dealing with what one might call out-of-the-ordinary scenarios is all part of a regular day at the office for the 17 people who man the phones at Scania Assistance, located a stone's throw from the main M62 corridor near Bradford. Last year they handled almost 36,000 cases, ranging from a simple light bulb failure through to a major incident rebuild. Even by their standards, however, planning for what will



– or potentially could – happen this summer has called for the playing out of a number of unique scenarios.

There has, of course, already been a huge amount of transport work carried out in advance of the world's greatest sporting occasion coming to the UK. Stadiums have been built, infrastructure developed and behind the scenes plans put into place to fulfil every need and

cover every eventuality. As one of the UK's most prevalent marques, Scania vehicles have naturally been involved in bringing materials and manpower into the various venues. But when the curtain finally goes up, the organisation's remit will go far beyond its road-going vehicles alone.

That's because Scania's product range extends into industrial and marine engines. Scania industrial engines are frequently

used in generator sets and a significant quantity of these will be stationed around the venues. That they keep on running is a sporting imperative, for Scania-powered gensets are frequently employed to provide on-site lighting, stand-by power and power for the emergency services – and without them, the events would grind to a halt.

In terms of marine engines, Scania-powered vessels are at work in the capital



on craft as diverse as Thames pleasure cruisers, Port of London launches and even the Queen's barge, the Royal Nore.

So what does all this mean in terms of the operational support provided by Scania Assistance when the action is underway?

Focusing on London, where the majority of events will take place, Scania (Great Britain) Limited's Purfleet and Heathrow's depots are well positioned to provide help anywhere within the M25. For some time now, Scania's team in the South East has been working in close cooperation with Scania Assistance, which has conducted a major planning exercise to ensure all eventualities, as far as possible, are taken into account.

Multiples of extra manpower will be made available, not only to make ensure actions are swift, but also to make sure service levels are maintained for operators not connected with the events. Round-the-clock shifts will see technicians who specialise in bus and coach, freight and power generation on constant call-out right up until the close. Looking further afield, Scania's Dover and Sittingbourne branches will handle coaches travelling to and from the channel ports and rail links, with other service centres near to the M25 providing

further back up.

"Essentially, we have been preparing for the worst case scenario," says Barry Mitton. "What we have to consider is that for the duration of this summer's events,



Barry Mitton, UK and Republic of Ireland Manager for Scania Assistance

and a period before and after them, we will see a completely different traffic pattern to normal in and around London.

"For example, many deliveries will be made during the night, routes will be

amended or suspended and there will be many more vehicle movements than we would usually expect to see. In terms of people movements, it will be huge."

Should a vehicle or generator suffer a fault, Scania Assistance has a plan.

"If a bus, coach or freight vehicle requires assistance while inside the athlete's village itself, it would be moved out to a designated recovery area using a nominated recovery agent," says Barry Mitton. "Generator sets will be repaired in-situ, or supported by the Scania network."

"Outside the confines of the site, we've looked at the passenger services provided by the larger operators such as First, National Express, Stagecoach, Go-Ahead and East London Bus Company. We know the routes and airports they will be using, so provision has already been made to swoop in, fix or recover as necessary."

"Experience tells us that the majority of calls we receive tend to be of a relatively simple nature. In fact, five percent of our calls are dealt with over the phone, with the vast majority of the remainder being remedied at the roadside. We only resort to recovery in the most extreme cases."

"One particularly important factor we always have to consider is temperature."



During the summer we naturally expect temperatures to be reasonably high, so a considerable amount planning has gone into potential heat-related issues."

The protocol for those who requiring assistance at any times remains unchanged, with Scania Assistance available 24/7 via 0800 800 660.

"One of our team members will take the full details of the vehicle, fault, location and so on," says Barry Mitton. "Our system draws up the vehicle's specification from its

registration number. We then use our mapping system to pinpoint the vehicle's location. The nearest workshop is contacted and the job details passed to their technician via our mobile communications system which is known as 'Scania on Scene'. Once the technician accepts the job, the system sends a text to the vehicle's driver with an estimated time of arrival."

"Our system draws up the vehicle's specification from its registration number. We then use our mapping system to pinpoint the vehicle's location"

In the event of something more serious, such as an accident, Barry Mitton also advises a call to Scania Assistance.

"Always call us first – whether or not any major sporting occasion is taking place," he says. "We have a specific set of questions designed both to help us assess exactly what needs doing right

away and to assist in settling claims at a later date. If the operator is the holder of a Scania insurance policy, then we can take care of everything internally. If not, we can still take the details and approach his or

her broker. We will then organise the recovery of the truck, truck and trailer, bus or coach to the nearest Scania workshop by an approved agent, or to another location if they so choose. We'll also get the driver home. Bus or coach operators needn't worry about onward transport of their passengers, as we can make arrangements for them too – something which could be especially important in late

Providing a full service: Scania Assistance can help with everything from parts to tanker support to tail-lift repairs. Jobs are monitored and tracked by the in-house team at the organisation's dedicated Call Centre

July and early August of this year.

"In summary, the summer of 2012 is likely to represent a short, sharp spike of activity for us and our job is to minimise any disruption by getting our customers moving again as soon as possible. To do this we've not only looked at our own situation but have also been in touch with our colleagues in Greece and Germany to find out how the major sporting events affected them when their nations staged them.

"Happily, they reported the effect was minimal – which is exactly what we're hoping to see, but we're certainly not sitting back and taking that for granted!"



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“The Scania 730 V8 is just effortless. It makes light work of the heaviest loads and steepest inclines. And because it produces masses of torque, and is never straining, its fuel consumption's excellent. For us, there is only one truck – the Scania V8.”

Bim Mountain, Technical Director
Grampian Continental



scania.co.uk/v8





It's been 18 painstaking months in the making,
but for Matt De-Machen getting it right was all that mattered

LABOUR OF LOVE





“I KNOW I’M FUSSY. Very fussy in fact. And proud of it – after all, I’d rather be known as a perfectionist than slapdash, wouldn’t you?” challenges Matt De-Machen, Managing Director of Erith, Kent-based national and international removals specialist, Matthew James Removal & Storage Limited.

To prove his point, Matt embarks upon a detailed walk-round of the latest addition to his fleet, a flagship extraordinaire by any measure. The basis of the vehicle is a 480 horsepower Scania Topline R 480 LB6x2MLB low height rigid chassis which normally operates coupled to a tandem-axle trailer, resulting in a mighty 4,000 cubic feet paycube on an 18.75-metre drawbar outfit plated at 44-tonnes gross train weight.

“Let’s get one thing straight right from the start,” says Matt. “If you’re going to build a truck like this and use it on demanding international work, you’ve just got to do it on a Scania. No question about it, nothing else comes close. It’s also always been my dream to create one the best Scania’s ever – in my case, the finest removals road train in Europe, if not the world!” This approach is typical of the man; Matt De-Machen knows his mind and sticks to his guns.

“When it comes to trucks, I have no problem with people thinking I’m a bit fanatical about them...because I am,” he confirms. “What’s more, I’m going to drive this particular one myself, so it’s not only going to be my truck, but also my office and my home – it therefore has to be exactly as I want it.”

To start the tour, Matt invites us into the cab. First though, a sheet of protective foam is carefully placed on the leather-lined floor to protect it from muddy footprints, even though we’re inside a building that itself is squeaky clean. “Can’t be too careful,” smiles Matt.

To turn his interior concept into reality, Matt De-Machen commissioned the services of Special Interior, a Dutch firm based in Urk, some 85 kilometres north east of Amsterdam. The company’s name pretty well sums up what they have done for Matt, as the interior of his vehicle is certainly special.

Plush leather trim in cocoa and cream abounds, with recessed panels carved into the upper cab trim embossed with images of the Scania Griffin. There’s a Scania VABIS logo on the cab floor, once again seated in a beautifully prepared recess. Two-tone leather seats are set off by marbled door and cab trim and colour-coordinated curtains. Scatter cushions

adorn the lower bunk, above which the word Scania has been sculpted into the base of the upper bunk.

Arguably most special of all, though, is the dashboard which has been transformed by a

combination of intricate leather work and marbling, with lashings of detail. More than that, it’s hard to find words to do it justice – so we’ll just refer you to the picture here instead!

The overall effect of the cab interior in daylight is immensely soothing on the eye; somewhere between an art deco ocean liner from the Great Age of Trans-Atlantic travel and the timeless, modernist-inspired interiors of the famed Bauhaus movement.

But after dark, all that changes. To make his truck unique, (as if it wasn’t already), Matt De-Machen has invested in an outrageous in-cab lighting system which offers a total of 16 colour/mood settings. Had a good day on the road? Then maybe go for the relaxing ‘purple-smooth’ mode. But if it’s been gridlock on the M25 all night long – then perhaps ‘white-strobe’ may be more the thing!

Talking of All Night Long, Matt is a big Lionel Richie fan, as he keenly demonstrates by switching on the truck’s



Living the dream: Matt De-Machen and his head-turning R 480 drawbar outfit



on-board audio system. Speakers arranged in the doors and the rear wall pump out enough sound to fill a concert hall and make it feel like the silky-smooth crooner is in the cab with us. But he's not – apart from the images of him on the truck's two DVD screens, one in the dash that doubles up as the satnav screen, the other mounted high above the passenger seat. "Just sit back, relax and catch a load of that!" says Matt, loving every minute.

It is said that every picture tells a story and with base paint by Bramhall Automotive and airbrush illustrations by Andy and Tom Scott, all of Sheffield, the images painted around the exterior of this truck are no exception. In fact, there are two themes at work here. The first is a

nod to Scania's own long history, neatly tied in with that of Matt's own family.

"Basically, I wanted to dedicate the cab to Scania and my family and the bodywork of the truck and its trailer to my business activities," explains Matt. "So on the cab, we have four examples of Scania's logo from over the years. These are arranged along a timeline containing dates of which models were made when, together with images of a number of key Scania vehicles.

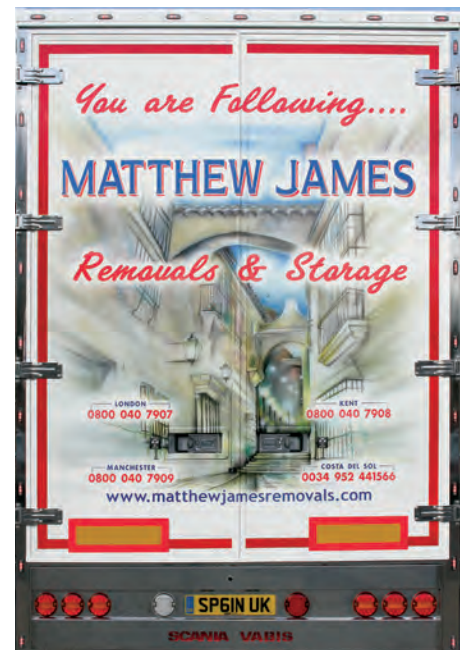
"I started with the company's first truck, which was built in 1902. At that time my grandfather worked in the Yorkshire coal mines, so we made the truck a coal truck and liveried it with his name. We've also got a picture of his

miner's dog tag alongside it. The other vehicles featured on the cab are an early delivery truck and four of my favourite long-haul units from over the years; an LS71, an LB141, a 3-series and a 4-series.

Moving to the bodywork takes us on what appears to be a pictorial geography lesson. "We are international removal specialists and, as I said, I wanted the body to reflect what we do," explains Matt. "So depicted here is montage of scenes taken from a typical European journey.

"We start in London, with Big Ben, Tower Bridge and the London Eye before moving to Paris and the Eiffel Tower. Next comes the remarkable Millau Viaduct, one of the world's highest and longest road bridges, which spans the river





Tarn in the south of France. Then we're off to the ski resorts of Andorra followed by Spanish town scenes on the rear door. After that comes Antoni Gaudi's famous basilica, the Sagrada Família in Barcelona, followed by the Puente Aguila, or Eagle Bridge, an important aqueduct near Nerja in southern Spain, not far from our outbase in Malaga. Then it's on the Rock of Gibraltar and various views of Portugal, including an Algarve church, the Vasco da Gama bridge near Lisbon and the Clerigos clock tower in Porto.

"And if we're running without the trailer, we've painted more Spanish town scenes on the rear doors of the prime mover, so the story still makes sense."

Accompanying the detailed paintwork is a plethora of lights and polished external trim, much of which has been created specifically for Matt by Bailey Truck Parts of Wisbech, Cambridgeshire. Once again, rather than describe every detail, we'll leave our photographs to do the talking.

"The point is, this truck gets noticed," says Matt. "We operate in a highly

competitive industry and our niche is at the top end of the market. We look to attract high-value clients and provide them with a service that is second-to-none. Having a well-turned out fleet is essential to that process. It's an integral part of our image. I want people to see us, be impressed and then, when the time to move comes, remember us and call us first.

"As it says on the side of the

"We look to attract high-value clients and provide them with a service that is second-to-none. Having a well-turned out fleet is essential to that process"

truck, our reputation means your recommendation. I firmly believe that and so do the trade – we carry out a substantial amount of international work for many removals companies which only operate within the UK. They collect loads, deliver them in to us and we then take care of the onward journey to the continent. We also provide storage as required, with

Inside and out the detailing on Matt's truck is nothing short of exceptional in every respect

warehouses both in the UK and Spain.

"The regular trips we make to Spain mean we are away for up to a fortnight at a time, and that's another reason I go for Scania. The single most important principle of our business is that we always deliver. And to do that, you've got to have dependable, reliable vehicles you can count on. And in Scania, I have that; just take, for example, my 4-series Scania's which have reached 1.3 million kilometres virtually trouble-free. They give me, and my customers, confidence.

"We look after our trucks, and in return they look after us. You know, in 16 years of business and running vehicles, I've never once had a head, gearbox or even a turbo off a Scania.

"That's why I'm so keen on them, they just don't let me down. The only problem is I find it a bit hard to turn off when I go home – did I tell you I've got a cat called Scani?!"



Oxford's high flyers

Befitting a story involving one of our leading seats of learning, your starter for ten is a question of Inspector Morse proportions: Why ever would Oxford, a city with many dreaming spires but only a small regional airport, need its own airline with an impressive 18-strong fleet?



The answer (as our reference to the enigmatic Inspector may have led you ponder) has, in fact, nothing to do with aeroplanes. Not quite, anyway. For the fleet in question here is *the airline*, a set of new high-specification coaches belonging to Go-Ahead Group member Oxford Bus Company and operating round-the-clock express services to and from London's Heathrow and Gatwick airports.

At first glance, the quantity of vehicles and the frequency of the service they provide may appear surprising. Eighteen coaches, each equipped with 44 seats, running an hourly service to Gatwick and up to three times an hour to Heathrow in peak periods, results in a total carrying capacity of approximately 4,000 passengers a day. Given that Oxford's 'usual resident population' totals 160,000

(a figure which includes full-time students in residence at university) that suggests a significant proportion of Oxonians must be up in the air at any particular time.

But, of course, the true picture is far wider than that. To begin with, an estimated 9.5 million tourists visit Oxford every year – a massive figure which swells the city's population by an average of 26,000 every day. And if just 15 percent of those visitors were to arrive by way of one of London's two main airports, that would be *the airline's* 4,000 seats a day accounted for in one fell swoop.

"Like the local population, tourists are obviously an important factor in the equation from our point-of-view," says Helen Fowweather, Finance and Commercial Director for Oxford Bus Company. "But don't forget that Oxford also has a vibrant industrial and commercial community, which generates a great deal of business for *the airline*. Then there's our geographical location, which is ideal for London airport staff looking to live away from their place of work. To accommodate their needs we have become part of British Airport Authority's Travel Scheme, which provides us with a good base of regular customers. Put all this together and an 18-vehicle fleet

doesn't look so large – in fact, we even have to run duplicate vehicles during our busiest periods."

The vehicles engaged on *the airline* routes today are direct replacements for those which previously ran the service.



Helen Fowweather, Finance and Commercial Director for Oxford Bus Company

"For the first time in our 130-year history we decided to replace an entire fleet in one go," says Helen Fowweather. "As such, that was a milestone event marking a major investment for us.

"Our requirement was for coaches which would be cost-effective, comfortable, reliable and durable. We already operated a number of Scania vehicles and knew them to be dependable and economical. So we were content to proceed with Scania as our preferred chassis. Regarding coachwork, we have an existing fleet of Plaxton Panther-bodied vehicles, which we have found to be excellent in service."

The combination of Scania and Plaxton, which once again became available with the launch of the Scania Plaxton SE at last year's Busworld trade show, therefore proved attractive to Oxford Bus Company. "As we saw it, the Scania/Plaxton option looked to provide the ideal solution for these high-profile services," confirms Helen Fowweather.

Scania's DC9 9.3-litre 360 horsepower engine, which meets the Euro 5 and EEV standards by using Scania's EGR technology (meaning no additives are required) was selected by Oxford Bus Company together with ZF's 6HP604C fully automatic gearbox. To ensure the smoothest possible ride, the Scania chassis has independent front suspension and the transmission incorporates ZF's TopoDyne control system, which matches the



gear-shift pattern to variables in the coach's operating parameters, such as load and topography.

"In addition to high performance and passenger comfort, we were also looking to raise the bar in terms of the quality of service we provide," says Helen Fowweather. "That's why we bucked the trend by specifying just 44 seats in a 12.3-metre overall length coach. For additional comfort, we also went for super-wide seats with extra seat depth and adjustable seat belts. To ensure all passengers are catered for the vehicles are constructed to be Disability Discrimination Act compliant, with a wheelchair lift at the front entrance."

In an even broader perspective, ensuring the expectations of the region's

Forty four super-wide extra-depth seats and on-board WiFi means using a laptop is easy on this airline, as our model Michael (who incidentally is over six feet tall) demonstrates

technology-savvy community are met was another important consideration for Oxford Bus Company. As a consequence, power sockets are mounted centrally between the seats and each vehicle has a self-contained GPRS WiFi system. Here, the extra wide seat pitch is an integral part of the plan – after all, what would be the point of WiFi if the seats were too closely spaced to allow laptops to be used?

"Meeting and wherever possible exceeding customer expectations

is extremely important when running a competitive service such as this," says Helen Fowweather. "So before we specified the new fleet we conducted extensive market research to ensure the resulting vehicles would be attuned to our passengers' needs. And that's a policy we know pays off; we have always looked to select the right vehicles for the job, not just the cheapest or ones which will do."

"In parallel to this, we also focus today on providing value-adding services such as communicating with our

customers via social media, the idea here being to keep everyone informed of service updates; delays due to road works or traffic incidents, for example.

"In terms of the results all this generates, our passenger numbers and customer satisfaction levels continue to rise, which is both encouraging and obviously good from a business perspective.

"Right now, our new Scania Plaxton vehicles are ticking all the right boxes when it comes to performance, dependability and passenger-acceptability. Feedback is good and the service is working well. Our customers are happy, our drivers are happy and we're happy – and in truth you can't ask for more than that!"



PROTECTION FORCE



The leafy lanes of Surrey may seem a million miles away from the hustle and bustle of the M25, but for the county's fire and rescue service both are very much in the same patch



It's a big place, Surrey. Six-hundred-and-forty-two square miles, to be precise. Despite the loss of one its traditional treasures – Wimbledon, which became a London borough when Greater London was created back in 1965 (a fact which thwarted our headline writer from calling this feature Racquet Protection...!) – the county has much to commend it. Apparently, no British shire has a greater proportion of heathland and woodland within its boundaries. Then there's major public attractions such as the Brooklands Museum at Weybridge which featured in our last issue, the famous Royal Horticultural Society gardens at Wisley and Runnymede, the place where the Magna Carta was signed, to name but a few.

Linking all these with the towns and villages which are home to Surrey's resident population of one-and-a-quarter million are railways and a road network containing everything from the picturesque and rural to dense urban and unforgiving stretches of the M25, the M3 and the M23. All this, of course, is relatively standard fare for a fire and rescue service. One exceptional item for the officers of Surrey Fire and Rescue Service to contemplate is the fact that as the authority bordering West Sussex and Middlesex they have backup responsibility for London's two main airports; Gatwick and Heathrow.

Right: The spacious Scania crew cab accommodates six fire fighters and four sets of breathing apparatus

Below right: Pumping controls are clearly laid out with easy access at the rear of the appliance



Facing up to the challenge of the coming years, Surrey has recently reinvested in vehicles and equipment, including the replacement of 12 water tenders with new Scania units.

“With the economic situation dictating that we have to get the best possible value from our purchases, we took a long hard look at the specifications of our appliances,” says Ken Horton, Transport and Technical Services Manager for Surrey Fire and Rescue Service. “Our objective was to ensure that our needs county-wide could be met as efficiently and cost-effectively as possible without compromising either quality or safety. Following a detailed review of our requirements, this resulted in us selecting a base vehicle, two types of pumps and a wide range of equipment and fitments to cover all eventualities.

“In terms of the chassis for our vehicles, we evaluated the market and compared various makes. The decision to go with Scania was taken partly on past operating experience, partly on competitive analysis and partly in order



Ken Horton, Transport and Technical Services Manager for Surrey Fire and Rescue Service

to align ourselves with nearby colleagues in Kent and West Sussex, who also run Scania appliances.”

This latter factor represents a move in the fire sector towards interoperability between forces: “For obvious reasons it certainly makes sense that should the need to share equipment arise, then commonality of vehicles is big plus point,” comments Ken Horton.



State-of-the-art cutting gear makes light work of car bodywork

with a wide range of lockers and stowage points designed to accommodate the kit specified by Surrey Fire and Rescue Service ergonomically and efficiently. "It's all about carrying everything we need and being able to access it as quickly and safely as possible," says Ken Horton.

To meet the county's fire fighting requirements, four appliances are equipped with high capacity Godiva 40/10 pumps and two 100-litre foam tanks. "These have been specified to cope with particular types of incidents that include heathland and woodland fires, which are a common occurrence during dry spells," explains Ken Horton. "The other eight appliances all have 20/10 pumps and a single 100-litre foam tank and as such are well suited to dealing with all domestic and commercial incidents."

The onboard equipment carried by the appliances ranges from state-of-the-art cutting gear to on-scene lighting rigs. "Rescue is a major part of what we do these days," says Ken Horton. "In fact, you could say we should be called a Rescue and Fire Service, as the number of rescues we carry out exceeds the number of fires we encounter today!"

"A major contributor to that, of course, is the three major motorways running through Surrey. That's why we have made a significant investment in cutting equipment along with our new appliances. The tools we now have at our disposal deliver 107 tonnes of cutting force in a compact lightweight system that can literally cut the roof off a car in just a few minutes. It's quite remarkable and in situations where time is of the essence, invaluable."

Once the new appliances are in service and strategically located around the county, the good folk of Surrey can doubtless rest easy in the knowledge that their local fire fighters are fully equipped with a new and thoroughly modern fleet.

"It's satisfying to know what can be achieved today, especially given the economic times we are living through," says Ken Horton. "Our job is to expect the unexpected and be prepared for it – and I honestly believe that the re-equipping we have carried out puts us in an excellent position to fulfil that brief."

The Scania chassis selected for Surrey Fire and Rescue's new appliances are all P 280 DB4x2MNA rigids. Fitted with Scania's 280 horsepower nine-litre engine and driving through an Allison fully-automatic transmission, this model has become the stalwart of the UK fire industry – Scania currently accounts for approximately

75 percent of all pumping appliances entering service with British fire and rescue services today.

One of the key reasons behind this vehicle's success is the Scania crew cab, which is acknowledged by many as the best in the business. Designated CP28, the cabin can accommodate a crew of six plus four sets of breathing apparatus in an all-steel unit specifically designed for purpose. As such, particular attention has been paid to cab access and egress, together with attention to detail in all respects with crew safety the highest priority every time.

Another factor taken into consideration by Scania's research and development engineers is the possibility that an accident may occur whilst a crew makes their way to an incident.

For this reason, Scania has constructed its fire appliance crew cabs to the same exacting standards as its regular trucks.

Moreover, the CP28 cabin has been developed as an integral part of Scania's unique modular build system, which sees a commonality

of tried and tested components used across the company's various model ranges. In this way, the highest standards of quality and safety are assured and built into every Scania fire appliance.

The Type B water tender bodies of Surrey Fire and Rescue Services' new vehicles have been constructed by Browns Coachworks Limited of Lisburn, County Antrim, Northern Ireland. In addition to their pumping equipment, these are fitted

The highest standards of quality and safety are assured and built into every Scania fire appliance

Crowning Glory

A starring role in the Queen's Diamond Jubilee Pageant is just the latest achievement in the remarkable life of Scania-powered river boat operator Bob Prentice



DATELINE: NOVEMBER 2005, GABON, WEST AFRICA

Exhausted and shaken after spending 49 hours at sea in a life raft followed by ten days on board the oil tanker which rescued them, Bob Prentice and Colin Briggs finally step onto dry land in West Africa. Their intended destination: St John's, Antigua – precisely 5,000 miles away in the opposite direction! Bob's amazing story continues overleaf...



From stormy waters to calmer climes: Now more likely to be found at the helm of the Scania-powered Sarpedon (top) than rowing the Atlantic, Bob Prentice also plays a major role in keeping the maritime traditions of Britain very much alive and in the public eye

As two of the top rowers of their generation, Bob and Colin had been looking to write their names into the history books as participants in the 2005 Woodvale Atlantic rowing race. “We certainly achieved that,” says Bob, “but not in quite the way we had envisaged!”

In fact, the 2005 race, which attracted a total of 26 entries, was plagued by bad weather due to Tropical Storm Delta, which delayed the start in Tenerife and eventually led to six boats retiring. Bob and Colin’s tale was particularly harrowing: “The heavy seas were simply too much for our boat and after a long struggle we eventually capsized,” says Bob. “Luckily,

we managed to scramble into our life raft, where we hung on for two days before a passing ship picked us up. The fact it was heading the wrong way didn’t bother us at all – we were simply glad to be alive!”

Despite the drama of a rescue on

12-man team which succeeded in rowing from the Canary Islands to Barbados in just 38 days. For Bob, it was his third attempt: “I only made it as far as the Cape Verde Islands second time around,” he confesses.

Rewind 45 years or so and the origin’s of Bob Prentice’s passion for water, rowing and adventure become clear. “I come from a family of Thames Watermen, so the river is in my blood,” he explains. “I started off as Apprentice to a Master, my father. I had always been a keen rower and being an Apprentice allowed me to compete in the annual Doggett’s Coat and Badge race, which I won in 1973.”

Instituted by Irish actor and comedian

At the end of his five year apprenticeship, Bob Prentice graduated to become a fully-fledged Freeman of the Company of Thames Watermen and Lightermen

the high seas, the episode did nothing to dampen Bob’s spirits or enthusiasm for rowing. Four years later, he finally conquered the Atlantic as a member of a



Thomas Doggett, a frequent user of the Watermen's river taxi service, the Doggett's Coat and Badge race goes back to the early 1700's. Raced in single sculls over a four-mile-five-furlong-long course from London Bridge to Cadogan Pier, Chelsea, the winner receives a traditional red Waterman's coat embellished with a large silver badge bearing the word Liberty. As such, it is one of rowing's most prestigious awards.

Three years on from this success, Bob cemented his rowing prowess with victory in the double sculls event at Henley. "That was a great feeling," he says. "Henley is a fabulous occasion and winning there was a particularly special pleasure."

At the end of his five year apprenticeship, Bob Prentice graduated

to become a fully-fledged Freeman of the Company of Thames Watermen and Lightermen, an ancient City institution which pre-dates the Doggett's Coat and Badge event by almost 200 years.

Today, he is the longest-serving Queen's Waterman, a distinction which resulted in him being granted the honour of being the sole member of the Company to travel with the Queen and the Royal Barge Master aboard the Royal Barge Britannia, upon which Her Majesty began her journey along the River Thames on the day of the Diamond Jubilee Pageant.

"I was the only Waterman on board for that part of the journey," confirms Bob. "When we transferred to the Spirit of Chartwell, for the second part of the programme, we were joined by a number



Above: Sarpedon, Crown River Cruises' Scania-powered craft

Below: Nothing compares with viewing London's landmarks from aboard ship on the River Thames



of my colleagues. The entire event was a great privilege for all of us.”

High profile water-borne occasions are certainly nothing new for Bob Prentice. In addition to serving royalty, over the years he has driven the boat carrying the umpires for the annual Oxford-Cambridge University Boat Race.

Today he is the regular pilot of the Oxford crew’s support launch. He also participates in the yearly Swan Upping ceremony, which takes place over five days on the Thames between Sunbury and Abingdon.

“Although it’s carried out by teams representing the three owners of swans on the Thames – the Queen, the Worshipful Company of Dyers and the Worshipful

Company of Vintners – travelling in traditional rowing skiffs, Swan Upping is far from being one of those peculiarly British events,” explains Bob.

“In fact, it’s all about conservation, an audit of the swan population where families are weighed, given a health check,

order to protect our swan population.”

While pomp and pageantry is all part of life as a Thames Waterman – they also serve as footmen on carriages for events such as the State Opening of Parliament, for example – Bob Prentice’s day job doesn’t lack appeal either. As

Managing Director of Crown River Cruises, he oversees a smart fleet of five passenger vessels which every year carry countless tourists up and

down the River Thames from Westminster Bridge to Greenwich.

“We operate as part of a consortium together with a firm called Westminster Party Boats,” says Bob. “It’s a demanding and intensive year-round operation

“As Managing Director of Crown River Cruises, Bob oversees a smart fleet of five passenger vessels”

inspected for injury (most commonly caused by fishing hooks and lines) and marked by the Queen’s Swan Marker. The annual Swan Upping report is vital in producing data which allows appropriate conservation methods to be determined in



which calls for high levels of performance and reliability, which is why we have turned to Scania. Right now, there's three Scania-powered vessels in the fleet, and Westminster Party Boats is soon to repower another boat with Scania engines.

"Our most recent refit was of the m.v. Sarpedon. Built in Great Yarmouth back in 2001, she is a 300-tonne, 35-metre Class 5 river cruiser with a capacity of 400 passengers. As our contract to run the Westminster to Greenwich service was extended for a further ten years in 2012, we decided the time was right to re-power. Before making our choice, we researched the market and took the advice of our Engineer, Kevin Putnam, who had worked with Scania engines before and strongly recommended them.

"Ultimately, we opted for twin D12M engines rated at 300 horsepower driving through Twin Disc gearboxes. The result has been excellent. The engines dropped in without a problem and today Sarpedon has all the power she needs while delivering a beautifully smooth ride. So I'm happy, and I'm sure our customers are too!"

With this, Bob Prentice leaves us and returns to his office, perched above the water at Blackfriar's Pier. It's an inauspicious building to say the least, but inside the walls are lined with a unique collection of photographs and memorabilia cataloguing an extraordinary life on the river. If only the tourists aboard the Sarpedon, craning their necks for a distant view of St Paul's as they glide by, knew what they were missing...

As Sarpedon's trip along the River Thames continues, two things the passengers don't get to see are the vessel's engine room, domain of Engineer Kevin Putnam, and the display of imagery and artefacts inside of Bob Prentice's modest office at Blackfriars Millennium Pier





Park or eat?

In the Royal Borough of Kensington & Chelsea,
that's the dilemma facing motorists with just
£30 in their pocket, as dedicated bon viveur
Hugo Thayer discovers for Scene Scania

Here was my choice: A three course meal of Ceviche of Jersey Royale Oyster with cucumber and dill, followed by whole Torbay sole with fennel seed and preserved lemon dressing, crisp artichoke and parsley salad, rounded off with Gariguettes strawberry and Sauterne jelly with warm madelines and crème Anglaise. Or, park my car on a busy London thoroughfare where the meter ticks faster than the attendant warden can bellow, "Clamp him!"

Needless to say, I took the bus...

I can only conclude that, given the charges they levy, leaving one's car at the roadside in Kensington & Chelsea is an act frowned upon by the Borough's burghers. In a location where the average motor vehicle is considerably longer than my own modest charabanc, I can appreciate the need to preserve as much kerb space as possible for resident dignitaries. But surely those of us occasionally daring to engage with restaurateurs in the domain of the super-rich should also be permitted to park for a short while without a prior remortgage?

I shall let my case rest there, and without further ado report that the number 74 delivered me from my Baker Street pied à terre to my South Kensington rendezvous in perfectly acceptable style. I even noted that bus travel, especially from my elevated platform front seat at the top, affords excellent views of the capital. I must do it again.

My task for the day was to dine out on £30. 'Take yourself to Bibendum,' they said, 'Eat all you can and see how far your money goes...'

I departed, in all honesty, with modest expectations. Thirty of Her Majesty's pounds seldom go far these days, as witnessed by the rental price of tarmac at my selected destination. As a frequent diner-out, I know that a decent Sunday pub lunch falls not far short of £30. So what could a fine dining eatery, although not actually Michelin-starred but housed in the very building created by Michelin itself, possibly offer me for such a humble sum?

Not much I feared. But – and for the first time in a very long while, as I recall – I found myself sorely mistaken. For in actuality, Bibendum offers an excellent three course lunch menu seven days a week at an equally excellent Prix Fixe of just £30.

What is more, there is choice. And plenty of it, with seven of everything – starters, mains and deserts – on the menu. I could eat here every day for a week and have something different each time. Manifique!

True, the menu includes neither coffee (served with truffles, naturally, for an additional £4) or service, which is added as a 12.5% discretionary charge to one's bill. But come on now; just what do you expect for £30?

The restaurant's long-standing Latin motto is Nunc est Bibendum,

which translates to 'Now is the time for drinking'. Perhaps not the most politically-correct slogan for our times, but for those of us who enjoy a glass of squash with our food, a happy one. And at Bibendum, the wine list commences at a very agreeable level. You may not be able to afford to exercise that other well-known Latin phrase, *Usque ad Mortem Bibendum*, (drink 'til you drop), but a good time here certainly comes with an affordable price tag.

Food aside, the main attraction at Bibendum, sans doubt, is the building itself. Rather than attempt to describe every detail myself, I will allow our photographs to speak. Suffice to say it is no surprise to learn the designer of this particular monument was as French as the company which commissioned it. In fact, Francois Espinasse, for it was he, was a Michelin employee. We English may snigger in the knowledge that M. Espinasse was not actually a trained architect, but one has to concede he did pretty well. Some might even say he foresaw the advent of the Art Deco movement, which would follow a decade after Michelin House, number 81 Fulham Road, Chelsea, first opened its doors on 20 January 1911.

But whatever in the world would one do with such an edifice? My investigations led me to the realisation that Michelin used the building for just about everything; general offices, warehouse, distribution centre, tyre fitting – this place did the lot. What's more, following a long-standing Michelin tradition, there was even a touring office producing route itineraries, meticulously planned to the finest detail; "After the AA box, proceed a further one-and-a-quarter miles before bearing right by the Black Bull", that sort of thing. This was the back in the days before the proliferation of signposts and satnavs, remember...

By the early 1950s, the building had become Michelin's UK

commercial headquarters. It's next landmark event was being awarded Grade II listed status in 1969, a move which has seen this historic structure protected until today and, hopefully, will see it preserved in perpetuity.

By 1985, Michelin's business had developed to the point whereby Michelin House was surplus to requirements. The baton of ownership, including first restoring and then preserving its tiled panels, stained glass windows and mosaic flooring, was passed to Sir Terence Conran and Paul Hamlyn of the Conran Octopus publishing company.

Today, in addition to its fine upstairs restaurant, number 81

Fulham Road houses an Oyster Bar and The Conran Shop on the ground floor, together with administration offices. If I were to offer any criticism – heaven forbid – it would be that the attractions of the retail outlet conflict somewhat with the establishment's otherwise serene surroundings.

Many first time restaurant visitors doubtless enter by the front door, forcing them to transit the Oyster Bar and confront the store before heading aloft, while the cognoscenti arrive via the side, and more direct, Sloane Avenue entrance. One

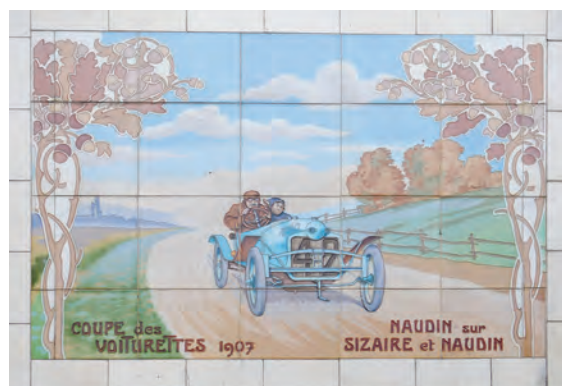
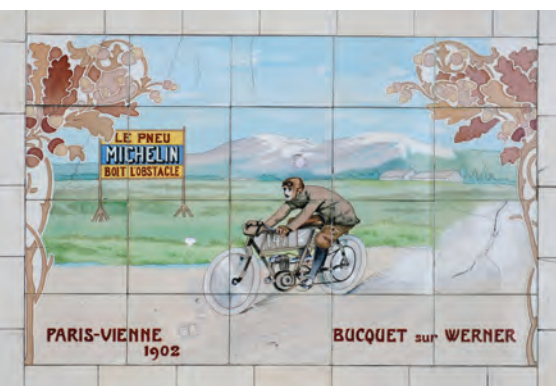
can, of course, only learn these things through experience. As an avowed aficionado, I have naturally come to know the ropes and through the pages of *Scene Scania* am pleased to share my knowledge with you, dear reader.

It is my strong recommendation that one and all should visit Bibendum at some point during their culinary wanderings. The experience is exquisite, the ambience unique. The tables are comfortable, the service impeccable. The food is good, and plentiful too.

Best of all – and this is the bit I really like – one gets all this for just 30 quid!



From Hugo's gariguetto strawberry and Sauterne jelly with warm madelines and crème Anglaise (above) to fresh lobsters, all served in historic surroundings, Bibendum is both a culinary and automotive buff's delight. In case you're wondering, it appears that the name of the Michelin man, (which is also Bibendum), dates back to an early Michelin slogan: 'Le Pneu Michelin Boit l'Obstacle', which literally translates to 'Michelin tyres drink the obstacles'. In the poster bearing that slogan, Bibendum was depicted raising a glass in salute to the tyres from which he is made





YOU SCANIA KEEP CUSTOMERS HAPPY.

“The Scania team really gets what matters to our South East based, multi branch, timber and builders merchants business. We drop our trucks off in the late afternoon after the last run of the day, get them serviced through the night and have them back in the yard for 6am the next morning ready to go out. They even provide our drivers with courtesy cars. The service is brilliant. Nothing less.”

David Harvey, Group Transport Manager
Lawsons (Whetstone) Ltd

HOW SCANIA STAFF HELP LAWSON'S KEEP THEIR CUSTOMERS HAPPY:

- Invest time to understand their fleet
- Build strong relationships to be one step ahead
- Loan drivers courtesy cars
- Tailored out of hours servicing and repairs.

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SCANIA

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The world. On a bike.

Often with only passing truck drivers
for company, two young adventurers
make the road trip of a lifetime







You're 25 with a good university degree. You've been a top flight oarsman on the most successful GB rowing squad ever. And now you've landed a career with one of the top professional services firms anywhere in the world. Most guys would be pretty happy with that. They'd smile and enjoy the rewards that hard work, dedication and success – academic and sporting – so richly deserve.

Except maybe not. And certainly not if you're Ryan Davies.

You've travelled, sure. Through rowing, you've been to more countries than most people in a lifetime. But you've 'planed it, hoteled it, trained, raced and 'planed it back again. You've never seen the country. You've never met the people. You haven't seen how they live, eaten what they eat, or experienced their world in a meaningful and life-enriching way.

Ryan wanted more: "After all, I'd never had a gap year, my life had always been full tilt academic or rowing. So before I got too deep into the big corporate whirlwind, I realised I'd better do something about it!"

But what? And how? Ryan was already beyond the back-packing stage; the thought of flying off to work and live somewhere like the Far East for a year was never going to be enough.

The answer came from one of those corporate after-dinner speeches. The speaker had just returned from cycling the world, and 'inspirational' slightly understates the impact his words had on

Ryan. Seeing the world – no kidding, the world – from the back of a bicycle was the answer. But he wasn't going to do it alone.

He and Bex – also a successful graduate and working with Ryan in the same consultancy – had been together only a few months. Admittedly she'd been back-packing before joining the corporate world, but she too was itching for something wider and more challenging. But cycling right the way across the world? In her words: "I haven't even got a bike."

Decision made though. Leave the UK in September 2010, and cycle – quite

"What was all-important was kit planning. Strong bikes, steel frames. Nothing more than you could carry either side of you on a bike"

literally (OK, apart for the bits where there wasn't any land – "Why do people always ask that question?") – all the way to Auckland, New Zealand.

Along the way, see the world – the real world, the bits in between the bus stops. "Not the tourist bits," says Ryan. "After all, the worst and most characterless way to get anywhere is by plane."

And behind it all, there was to be a purpose too. Ryan's youngest sister is partially-sighted, so the Davies family are particularly close to Guide Dogs for the Blind. This would give him and Bex an opportunity raise a target of £1 per mile or £16,800 for the charity, of first-hand

proven importance to sister Ella and her guide dog, Wendy.

Planning began. Planning? How do you plan for something like this?

"Rule 1, don't over-plan!" says Ryan. "You have to remember that simplicity is what a bike trip is all about. So even when we left, we didn't know what route we were going to take, nor the countries we were actually going to go through. And we certainly didn't have visas for countries beyond Europe or anything like that as they'd have run out by the time we got there. That side of planning was something we did along the way."

What was all-important was kit planning. Strong bikes, steel frames. Nothing more than you could carry either side of you on a bike – and no rucksacks either, they would be way too heavy and restrictive. And less clothes than most of us would use in a day.

Budgeting was all-important too. "We set ourselves a target of no more than £10 a day each average throughout, so for eight months, we set ourselves a target of doing the same in London and saving money in the process. Not easy, I can tell you."

D-Day: Sunday September 5th. Jobs left, parties over, kit packed, on the bike and off down the road from Henley-on-Thames – to Auckland.

The first few days were about getting used to it; the routine, the mileage, the hills and the headwinds. The regular calorie and water intake too, the traffic, the cooking (no restaurants, remember the budget) the camping – everything they

From the White Cliffs of Dover, the young adventurers travels would take in sights of every imaginable kind. Trucks played a part too. The second photo down from the top left on the facing page shows Ryan in the cab with a friendly passing driver, while the overturned vehicle top right appears to be a Chinese Dongfeng





were going to be doing all along the way. “That first week was hard work,” says Ryan, “adjusting to a new way of living, the stress of leaving and saying goodbye for a whole year, realising that mileage targets needed to be achievable, not optimistic and so on. We learned a lot.”

Seven days in, they arrived at Ryan’s sister Kaye’s home in Holland. “Northern France, Belgium and Holland were fantastic. Flat, no hills, totally bike-friendly and crossing whole countries almost just by following the bike signs from one town to another. And then to have showers, sleep in a real bed for the first time since leaving and have a couple of days off – heaven.”

But then the first problem. Bex was having troubles finding the right seating and pedal position and her knees were beginning to hurt. Ibuprofen got her to Holland, but rest was the only solution. So for much of Germany, she would catch a train during the day to meet Ryan at a pre-arranged rendezvous down the line that evening. “It was a bit like inter-railing,” she says, “but I really had no other choice.”

1 October 2010: All mended, a team again and a meet-up with friends at the Munich Beer Fest. And it was meet-ups like this that proved invaluable all the way. They could have things forwarded to them via friends’ addresses; they could leave things with friends to send home. Family coincided holiday plans to meet them in several places across the world, bringing changes of clothes, new inner tubes, replacement camping gear, maps and navigational equipment.

“In fact, we kept it simple on the navigating side of things,” says Ryan. “We didn’t use GPS – no particular reason, we

just didn’t – we had a compass and we’d buy maps along the way as and when we needed them.”

And that’s how the trip went. Get up, plan, cycle, refresh, cycle, refresh, cycle and find somewhere to pitch a tent for the night. “That did become a bit of a bore, finding somewhere relatively safe and out of the way to camp, and then putting up the tent yet again.”

“In the main, we’d find somewhere reasonably secluded that looked safe and like we wouldn’t be disturbed. As we went further down the line, that became a little more difficult – so we became creative, and at times, we would camp in things a dried-up river drain under a road! No-one knew we were there, and we certainly weren’t going to get rained on!”

“And the bizarre thing is, we never had any worries. In fact, the only time we got in the slightest bit concerned was in an accredited campsite in New Zealand when some locals had had slightly too good an evening.”

The kilometres slipped by. By the end of October, they were through Austria and into Hungary. By the end of November, it was Istanbul. Christmas was spent in Samsun, Turkey. Days on the road: 76. Days wearing the same kit: 76. Days off: 21. And punctures: 3. “Too many baguettes,” said Ryan.

NOW FOR THE HARD PART...

Turkey was tough. Weather worsening, roads not getting any easier and a huge country taking some seven weeks to cross. Before Iran.

Incredibly, that’s where the warmth and hospitality of local people started to show through. Iranian people love to show unbelievable generosity to foreign guests,

From the top: Brr, Ugh, Yum.

Brr for minus 20; Ugh for ‘We shouldn’t have left the bikes out in the cold’; and Yum for Ryan’s multi-storey burger!



Travelling light

So you're thinking about cycling the world? Ryan and Bex advise against overburdening yourself, but don't leave home without ...

- Bike (!)
- Helmet
- Pannier bags
- Compass
- Two sets of clothes (one for on the bike, one off the bike)
- Toothbrush

- Tent
- Sleeping bag
- Camp stove
- Camera with plenty of memory cards
- Diary
- Book
- iPod

But most important?

- Jam sandwiches
- Extra large tub of Vaseline
- Sense of humour



No matter where Ryan and Bex cycled, they weren't far from their nearest Scania (or dealer) as Scania vehicles are today marketed in more than 100 countries worldwide

and Ryan and Bex were made to feel incredibly welcome wherever they went. Iranians are all too aware of the reputation they have in the west, and everyone went out of their way to quash those negative perceptions in what was one of the most incredibly beautiful countries along the way.

"Traffic though – wow," says Bex. "After an extensive two month survey, here are my top five loads as seen on the back of a standard issue Iranian moped (in classic reverse order):

5. Family of four
4. Cage full of pigeons
3. A 5' high stack of cheesy Wotsits
2. A dead sheep
1. An 18" sword, being sat on by a bandana-wearing 12-year-old"

Perhaps not surprisingly, both Ryan and Bex are unanimous as to the real Knights of the Road. As almost everywhere throughout the world, it was trucks and their drivers.

"And particularly the longer distance drivers in Asia," says Ryan. "Like us, they stop by the side of the road to eat, sleep and rest. And like us, they were far from home and keen to make friends and have some company."

"They were forever waving us down, offering us tea, cooking us a meal –

'camion cuisine' – and offering us tins of food. They'd invite us up to get warm in their cabs, they'd buy us lunches and they'd tell us what was best in roadside eateries. They even offered us lifts – which we couldn't accept! – but wherever we were, they were warm, friendly and fantastic."

"In truth, their way of life is in many ways similar to ours in undertaking this trip. Go from place to place, stop briefly before moving on to the next place, and seeing and experiencing everything in between. That's what real travelling is all about."

1 April 2011: Turkmenistan, with only a five-day transit visa to cycle 500 kilometres. Long days, wind, more wind and one of the toughest bits of the trip. That was followed by Uzbekistan and a meet up with Bex's dad in Tashkent, a huge morale booster.

Deeper into Asia, and the 200 day/10,000 kilometres point passed in Almaty, Kazakhstan, only 400 kilometres from the Chinese border. And then on into China itself, with a 90-day visa to cycle the 5,500 kilometres to Vietnam.

Technology's an incredible thing. Along the way, Ryan and Bex had decided to keep in touch with the world by writing and posting blogs regularly via



their iPod Touch. Pictures (as seen here) were all-important too, but for these, they had to wait until they reached towns and things like internet cafés.

Wasn't that a worry? Especially trying to keep things like phones charged and maintaining a strong enough signal? No, according to Ryan: "We had a solar charger on our bikes, so we always had enough power to fire up the iPod. And wherever you stopped, there was always electricity on hand, so we never had any power worries. And a signal was almost always available too. There is the most incredible signal in the middle of the Gobi Desert, I can tell you!"

China was quite a culture shock. Food, mannerisms, language – it was all very odd. Signposts written in Chinese and Farsi did little to make navigation easier. But the good news was that China marked the mid point of the trip. It was June 2011 and they were halfway to New Zealand.

China passed into Vietnam, Thailand, Malaysia and on to Singapore; they were on the downhill slope. From there, there was no alternative but to pack the bikes and everything they'd lived with day-to-

day and head off on a plane to Australia.

"Weird," says Ryan, shaking his head. "We'd been in Asia for almost eleven months. Then we were transported 2,500 miles south almost in an instant, waking up in a continent with different weather, culture, language and way of life."

Australia. It's big. Perth to Adelaide, across the most inhospitable part of the world – the Nullarbor Desert – and a daunting introduction to the outback.

"The outback. This is where planning was important. Get it wrong out there – miscalculate the distances between water stops – and you are going to be in trouble."

This is where planning was important. Get it wrong out there – miscalculate the distances between water stops – and you are going to be in trouble. "But," says Ryan, "it's not really a problem if you plan it properly."

The roads turned into dust, they went straight for 90 miles down the cunningly-named '90-mile Straight' and even got a tail-wind to help them along. This was broken only by the roadtrains (mainly

double, triple and even more-bottomed) which roared past every ten minutes or so. In truth, they gave some confidence. "At least we knew someone would be coming past if we ever got into trouble."

But they didn't. And by way of Christmas in Adelaide and a meet-up with more friends in Melbourne, they arrived in Sydney in February 2012 before packing everything again and flying to the twenty-third and final country of the trip and their final destination: New Zealand.


Thursday 22 March 2012: From South Island up to Auckland and it's over. After coming so far and experiencing so many things along the way, New Zealand was something of a doddle with Bex and Ryan both mega excited at the prospect of finishing.

In total, 27,037 kilometres pedalled over 18 months for two people on two bikes. And as the fledgling television reporter always asks at this wholly inappropriate moment: "How do you feel?"

"Relief – elation – a readiness for it to end and return to normal life. But overall? A complete amazement that we've actually done it! We've cycled the world!"



After knee problems across Germany, Bex was uncomfortable that her wheels hadn't quite touched tarmac, (or dirt, mud, dust and all the other conditions), the whole way around the world. So from Auckland, she flew to Munich and cycled all the miles she'd missed all those months before. Now that's determination for you!

A large white SOR truck is driving away from the viewer on a multi-lane motorway. The truck has red and blue emergency lights on its roof and rear. The license plate is KT141. In the background, other vehicles are visible on the road, including a yellow truck and several cars. The scene is set during dusk or dawn, with a hazy sky and bare trees in the distance.

Out on the road with
Britain's commercial
vehicle crime fighters

Motorway Cops

Two years ago, Scene Scania carried its first report on the Central Motorway Police Group (CMPG) and its pioneering work of using trucks to catch law breakers. The logic was simple: Officers knew full well that some truck drivers flout the law – other drivers regularly told them so – but they were unable to do anything about it. From the officers' viewpoint, low down in a car, they just couldn't see what was going on inside of trucks. A higher vantage point was clearly needed.





The answer came in the form of a borrowed truck from Scania (Great Britain) Limited. Sporting full Battenberg livery, officers used the vehicle to patrol the motorways and video wrongdoers caught in the act. So effective was the idea, dubbed Operation Parochial, that it soon attracted the eye of TV with, firstly, a *Police, Camera, Action!* crew documenting the work of the team, rapidly followed by the producers of the BBC's *Motorway Cops* series. With this amount of interest being generated, we decided the time had come for Scene Scania to go undercover and once more join the CMPG for a day.

By now, the original liveried vehicle has been returned and alternatives used instead. That's because Operation Parochial does not run continuously. According to the police, it doesn't need to as an occasional outing for the programme is sufficient to propagate the urban myth (which the police happily do absolutely nothing to dispel) that the boys in blue are out there patrolling in their truck somewhere.

During our visit, on a particularly bleak and wet day, a vehicle had been provided by Scania Truck Rental. PC Angus Nairn, a former commercial vehicle driver himself and now one of the most experienced members of the CMPG truck team, reiterated what he told us last time:

"We quickly discovered truck drivers on their mobiles, driving with their feet up on the dashboard, cooking meals, using laptops and watching DVDs"

"When Operation Parochial started, we quickly discovered truck drivers on their mobiles, driving with their feet up on the dashboard, cooking meals, using laptops and watching DVDs. It is actually quite scary when you think about it. These guys are simply not in control. Not only are they breaking the law, it's just plain dangerous."

Operation Parochial functions by having a two-officer team in the truck – one driving, one operating the video camera – backed by a third officer in a patrol car. The officers in the truck drive up alongside commercial vehicles and, if any law breaking appears to be taking place, they video the offender. Once evidence has been captured on film, they

call up the patrol car which pursues and passes the suspect vehicle and leads it to a safe stopping place using the 'follow me' sign in its rear window.

During our visit, PC Nairn was in the car with PC Steve Rounds driving the truck, assisted by PC Katie Pring on camera. During his time with CMPG, PC Rounds has seen everything described by PC Nairn and more.

"It's unbelievable," he confirms. "We've found drivers boiling the old fashioned whistling kettles on gas stoves, steering with their knees and one finger while they've got their cruise control



on, we even had one driver on two phones at the same time!”

The fact that such behaviour continues to this day gives the CMPG every reason to carry on with Operation Parochial. “Usually, the first hour of any operation is the most productive,” says PC Rounds. “After that, drivers get on their CB radios and alert their colleagues that we’re in the area. The effect is dramatic. Compliance levels, especially in terms of drivers wearing seat belts, goes right up. At the same time, the use of mobile phones comes right down.

“But that’s exactly what we’re after. We don’t want to go around ticketing everybody, it’s about getting people to comply with the legislation. So if drivers police themselves because they don’t want to get caught, then that’s fine by us.”

As we travelled the motorways of the West Midlands, the value of the truck was plain to see. “Let’s start by finding a driver without his seat belt on,” said PC Rounds. A few minutes later, one unsuspecting driver glanced to his right to see himself being filmed. Sadly, he appeared to have no idea what he was doing wrong, so he just gave the officers a quizzical stare instead.

By the time he had been led to a suitable parking spot and pulled over, he had worked it out. But by now, it was too late and a ticket was duly issued. While PC Nairn delivered the penalty notice, other drivers passing by picked up on what was happening at the roadside. The airwaves began to hum and sure enough, by the time we returned to the highway, the case had altered and it was some considerable time before another miscreant was spotted...

The Motorway Cops at work. Cameras record the action while patrol cars bring the law breakers to book

Above: Meet the team, clockwise from bottom left: PC Katie Pring, PC Angus Nairn, PC Steve Rounds, CMPG officers and the Battenberg Scania at the launch of Operation Parochial

If you missed *Police, Camera, Action!* or *Motorway Cops* featuring the truck driving CMPG officers, you can catch up with them instead at www.scania.co.uk/cmpg

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