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VOLVO TRUCK DRIVER MAGAZINE

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*Source: TruckNetUK.com preference poll 2013. 52560

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NEW MD FOR VOLVO TRUCKS UK

Arne Knaben who is the new boss at Volvo Group UK.



Volvo Trucks HQ in the UK and Ireland has announced the appointment of a new boss to succeed Ulf Magnusson who has moved to the passenger transport side of things to become one of the top dogs at Volvo Buses in Gothenburg. Arne comes to the UK from the land of Oz where he was in

charge of the whole shooting match for the last four years. Interestingly, before his Volvo career, Arne worked for a spell as mechanic and also as a truck driver. He was born in 1958 in Norway and has a degree in Mechanical Engineering. In its UK and Irish drivers and operators, Volvo has some of the most loyal

fans any truck firm could wish for. We're sure he'll receive a warm welcome over here and we wish him well in his new job. Our only advice to Arne while he's familiarising himself with the quaint ways of truckers up here in these overcrowded islands is 'don't believe everything you read in the papers' (you're fired Ed).

COVER STORY

ONLY OUR LIVERY RUNS FREE

Famed for their heroically liveried, tartan clad trucks, Scottish haulier Pollock (Scottans) have taken delivery of ten new Volvo FH tractor units. The recent arrivals mark a presence of almost forty years for Volvo Trucks within Pollock's fleet, as the company bought its first F86 six-wheeled rigid back in 1974. The new trucks were supplied by Volvo Truck and Bus Centre North & Scotland, Edinburgh and the ten FH 6x2 tractor units are all fitted with 500hp engines, Globetrotter XL cabs and Volvo's I-Shift two pedal box. Nine of the vehicles will be used on Pollock's front line, long distance transport operations across the UK, whilst the tenth arrival will be double-shifted on a mix of tipper and retail distribution work. "We always had at least 30 FH tractor units in our fleet from the mid-1990s onwards," noted Scott Pollock adding, "the latest FH range offers an unrivalled driving environment for our long distance staff and we've always found Volvos to be extremely reliable."

KINLOCHBERVIE FISHSELLING'S FIRST VOLVOS



The Kinlochbervie FishSelling Company has renewed its two-vehicle fleet with a pair of new FH Volvos. The 540hp Globetrotter XL tractor units are the first Volvos to be operated by the firm, which is a subsidiary of The Don Fishing Company Ltd of Peterhead. "We chose the new Volvo FH after our two experienced drivers were extremely impressed with a demonstrator," noted Kinlochbervie's operations

manager and fish salesman, Ian Munro. "We've specified Volvo's I-Park Cool system which allows our drivers to sleep with a controlled cab climate during the day, without needing to run the engine," he noted. I-Park Cool air conditioning is factory-installed, integrated into the cab ventilation system and has no impact on external aerodynamics. Complete mechanical reliability is a crucial operational factor as the Kinlochbervie trucks

deliver fish to markets in Scotland, England and northern France. "Our vehicles work continual nightshift," Ian Munro continued, "and usually leave the fish market in Kinlochbervie after 8pm, so the 24-hour operation of Volvo's dealership at Inverness was also a big attraction. It means we can have safety checks, inspections and servicing done at a time that suits our demanding schedules." Both trucks are also equipped with

extensive additional driving lights. "These extra lenses are not just for show," informed Ian Munro adding, "to cross from the west to east coast in the Highlands, we use 45 miles of single track down to Lairg and then climb over Struie hill to join the A9 at Skiach services. This high level route is notorious for deer crossing the tarmac at night and our drivers must be able to see them early to avoid any potential collisions."

DRIVER TERRY WINS 'NAME MY TRUCK' CHARITY DRAW

Driver Terry Bartlett has won the charity prize draw organised by Riches Transport of Thetford. The draw was held in support of the children's charity 'Educator's Trust India'. Riches Transport is a keen supporter of 'Educator's Trust India', which is based in Goa, India. They have been involved with the children's charity since it was founded four years ago. They are also involved in supporting the charity 'El Shaddai' which helps relieve the suffering of homeless children in Goa. As part of its good works, 'El Shaddai' also runs a children's hospice. The prize for the one lucky winner was to have a name of their choice featured on the front of one of the company's fleet of Volvo FHs. The draw, which was held at the end of August, was won by Terry who elected to have the name of his wife Rowena Clare emblazoned on the front of his truck. Riches trucks are usually named after female family members so 'Rowena Clare' looks perfectly in keeping with the rest of the smartly turned out fleet.



(left to right) Chris Riches, Terry and Rowena Bartlett with the FH that Terry drives.

EAST COAST TRUCKERS CONVOY



This year's August Bank Holiday Sunday's convoy by the East Coast Truckers was blessed with good weather and a fine turn out on the prom at Yarmouth. Thousands of holidaymakers and residents lined the sea front from end to end to catch a glimpse of the 81 trucks that took part. They included 24 Volvos that were in the procession

that made its way along the Norfolk coast, ranging from Mark Farrow's immaculate NH12 to new FHs belonging to Volvo stalwarts Medlers and many others. The convoy has been held each year for 28 years in aid of the East Coast Truckers charity. These fantastic people hold a number of fundraising events throughout the year but the convoy is the biggest by far.

Earlier in the day, the truckers took 86 disabled children for a real super day out at a theme park in Norfolk. The kids then accompanied the drivers in their cabs to take part in the sea front parade. Matt Fitch is one of the organisers and he had this to say: "As a driver myself, not only is it a great charity to be involved in, it's also a great interest to me. Children love trucks' so why

should these be any different. In my time here, I've seen the charity help many family's along the way, from a free holiday in one of our holiday homes in Great Yarmouth or to a specially adapted wheelchair. Nothing is too big a problem. It's a great feeling riding along the seafront, it brings a lump to the throat and a tear to the strongest eye."

50%

OF DRIVERS DO NOT BELT UP



The safety belt doubles the chances of survival in a serious road accident. Nonetheless, half of all truck drivers choose not to use their safety belts. That is something that Volvo Trucks wants to change. "If more road users wore their safety belts, more than 7,000 lives would be saved every year in the EU alone. Professional drivers should serve here as an example," says Carl Johan Almqvist, Traffic & Product Safety Director Volvo Trucks. According to a recent report by the World Health Organisation, the chances of surviving a serious

road accident are doubled if the driver or passenger uses a safety belt. Today there is legislation requiring safety belt usage in 111 countries. As of 2006 compulsory belt use has been required in the EU for both cars and trucks. "In recent years belt usage has increased among truck drivers, but even so, fewer than half use the safety belt. And that's despite the fact that both our own and other European research has revealed that at least 50 percent of truck drivers who lost their lives in traffic would have survived if they had been belted in. Of all truck drivers involved in fatal accidents, only five percent were wearing their safety belts," says Carl Johan Almqvist. A

Top Right:
CJ Almqvist

recent survey conducted by Sweden's NTF road safety organisation based on observations of more than 700 truck drivers and interviews with more than 200 of them between 2011 and 2013 confirms this picture. Most said they used safety belts when driving a car, but only half did so behind the wheel of their truck. Among the reasons given were that it is difficult, inconvenient or time-consuming to put on and take off the belt. "Bearing in mind that the safety belt can spell the difference between life and death, these are not particularly credible excuses. At Volvo Trucks we invest considerable resources in the development of accident-prevention systems, but as long as the human factor plays such a big role it will never be possible to entirely eliminate the risk of road accidents. I would therefore encourage both haulage firms and drivers to do what they can to improve safety. The simplest measure of all is naturally to use the single most important safety feature on board - the safety belt."

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RECRUITMENT SPECIAL

TIME TO CHANGE TO VOLVO



It's fair to say that, in many operators' opinions, Volvo dealer workshop technicians are something of an elite bunch. According to Volvo Trucks, the training on offer to their dealer technicians, from apprentice to master levels, is among the most comprehensive available. From what we hear, the sky's the limit when it comes to career prospects too, with quite a few of Volvo's managers starting out as technicians or apprentices. VTD talked

to two Volvo workshop technicians from Thomas Hardie Commercials. This is what they had to say:

Technician talks.

NAME: Chris Williams

Q: How long have you served as a technician?
A: Five years.

Q: What qualifications do you have, and which of these have you achieved whilst working as a technician?
A: I have gained diplomas

at IMI Levels 1, 2 and 3, for maintenance and repair of heavy vehicles.

Q: What is the best part of the job?
A: I especially like attending breakdowns, because you tend to learn a lot more about the job and the vehicles in these scenarios. There is also a lot of satisfaction when you fix the vehicles, because you never really know what to expect when you get the call-out, as they are all different.

Q: What experiences have been the most interesting and most rewarding for you?
A: Again, I would have to say breakdowns, but also the chance to keep up-to-date with new technologies. I'm always aware of new products coming onto the market, and the variety that we have to work on. I maintain, and fix, everything from old vehicles, right up to brand new models. This means there is a nice variety of jobs that I have to carry out.

Q: What are your aspirations for the future?
A: Within the next five years I would like to reach Master Technician level, and then hopefully go further within Thomas Hardie Commercials.

NAME: Darren Bardshaw

Q: How long have you served as a technician?
A: I have spent nearly 20 years at Volvo, 16 of which I have been working as a frontline technician. In this role, I am the first point of contact for the bus and coach industry,

and I diagnose and repair vehicles for the Manchester, Merseyside and North Wales areas.

Q: What qualifications do you have, and which of these have you achieved whilst working as a technician?
A: I have City & Guilds levels 1, 2, and 3, and I have completed more than 25 training courses at locations such as Warwick and Liverpool. I have recently become an IMI assessor, which allows me to teach hybrid training to technicians,

and I have also been promoted to become a bus and coach trainer where I teach Thomas Hardie technicians.

Q: What is the best part of the job?
A: Being my own boss and controlling my own workload to fit around the bus and coach network.

Q: What experiences have been the most interesting and most rewarding for you?
A: Travelling to different parts of the country and diagnosing

faults that other people can't resolve, and then fixing them to the highest standard possible.

So, if you are interested in a career working with the best looking trucks, the very latest technology and a company that respects and values its frontline people, maybe you should check out the jobs at your local Volvo dealership.

Wheel alignment: time to go straight!

High fuel and tyre bills can help force a haulier out of business **given the tight** margins on which most transport companies operate. **Yet both these outgoings can be slashed dramatically** by paying more attention to the subject of wheel and axle alignment

Research conducted by the Transport Research Laboratory shows that if one of the axles on a tandem-axle semi-trailer is misaligned by just one degree, fuel consumption will increase by around 3%. If it is two degrees out, then it will rise by 8%. The increased drag means the trailer doesn't pull smoothly and soon becomes the one that always sits in the corner of the yard because nobody wants to take it out.

Why wheel alignment is necessary
If the wheels on a commercial vehicle are misaligned by only a small amount, this can have a significant impact on the handling characteristics of the vehicle, reduce tyre life and play havoc with fuel economy. It is said that at a constant 56 mph, about one third of the vehicle's horse power is used to overcome the rolling resistance of the tyres and this is primarily affected by tyre selection, tyre pressure and wheel alignment.

What causes wheels to go out of alignment?
Every time a vehicle mounts a kerb, hits a pothole or runs along the verge there is a chance that the wheel alignment could be affected and repeated knocks over time will undoubtedly mean the alignment will need to be reset. Every time a ball joint, track rod end, steering or suspension component is changed, again the wheel alignment will need to be reset. When confronted with a tyre wear issue, it is also necessary to investigate other contributory factors like tyre pressures, tyre selection, worn mechanical components (bearings, ball joints, suspension etc.). It can be a waste of time undertaking wheel alignment until these issues are put right.

When is the best time to check the wheel alignment?
Some operators wait until they see major tyre wear before getting the wheel alignment checked. However at this point the damage is already done and the money is down the drain. And it is not just the cost of replacing the tyres, as for every pound wasted on tyre wear around four pounds would have been



edge of the nearside tyre and the inside of the outside tyre will show excessive wear. This can also be indicated by tyre wear on the steered axle. Steer-axle wheels can either be parallel to the direction of travel, or pigeon-toed (pointing a little towards one another) at the front edge. This is known as toe-in. Toe-out is where they point slightly away from one another at the front edge. Too much toe-in and you get rapid wear of the outside shoulders of the tyres. Too much toe-out and you get rapid wear of the inside shoulders. Sometimes the axles can be all aligned parallel, but at a slight angle to the centreline of the chassis. This causes the vehicle to "crab" but there will not necessarily be signs of tyre wear. However the crabbing effect dramatically increases wind drag which will significantly reduce fuel economy.

Is wheel alignment difficult to do?
Wheel alignment is not rocket science, but it does require care, attention to detail, and a methodical approach. Freeing up seized track rod ends that haven't been touched for a couple of years is also a time-consuming task that many fitters would rather stay clear of. Also, one of the risks of wheel alignment is that measurement errors are not always apparent until several weeks down the road. It is only at this point when you find the customer come back demanding compensation for worn tyres, that you realise there was a problem. Like any task, proficiency comes through repetition and experience. If you find yourself needing to undertake wheel alignment most days it probably makes sense to own your own equipment, otherwise a mobile service that specialises in the task is often cheaper and more effective.

wasted on fuel. Many fleet engineers now insist on a wheel alignment check as part of the vehicle's annual MOT, as well as every time a steering or suspension component is replaced. Fleets that have adopted a preventative wheel alignment program have claimed fuel savings of 3-18% and improvement in tyre life of 5-20%.

Signs and symptoms of incorrect wheel alignment
Often the driver will be the first person to highlight a potential wheel alignment problem. A misaligned vehicle may require the driver to make constant adjustments and "fight" to keep a vehicle straight down the road. It often seems like an extra load is being pulled. Misaligned tyres often suffer an uneven wear pattern and an unnecessary build up of heat leading to premature tyre failure. If an axle is slewed back on the off side, then the outside

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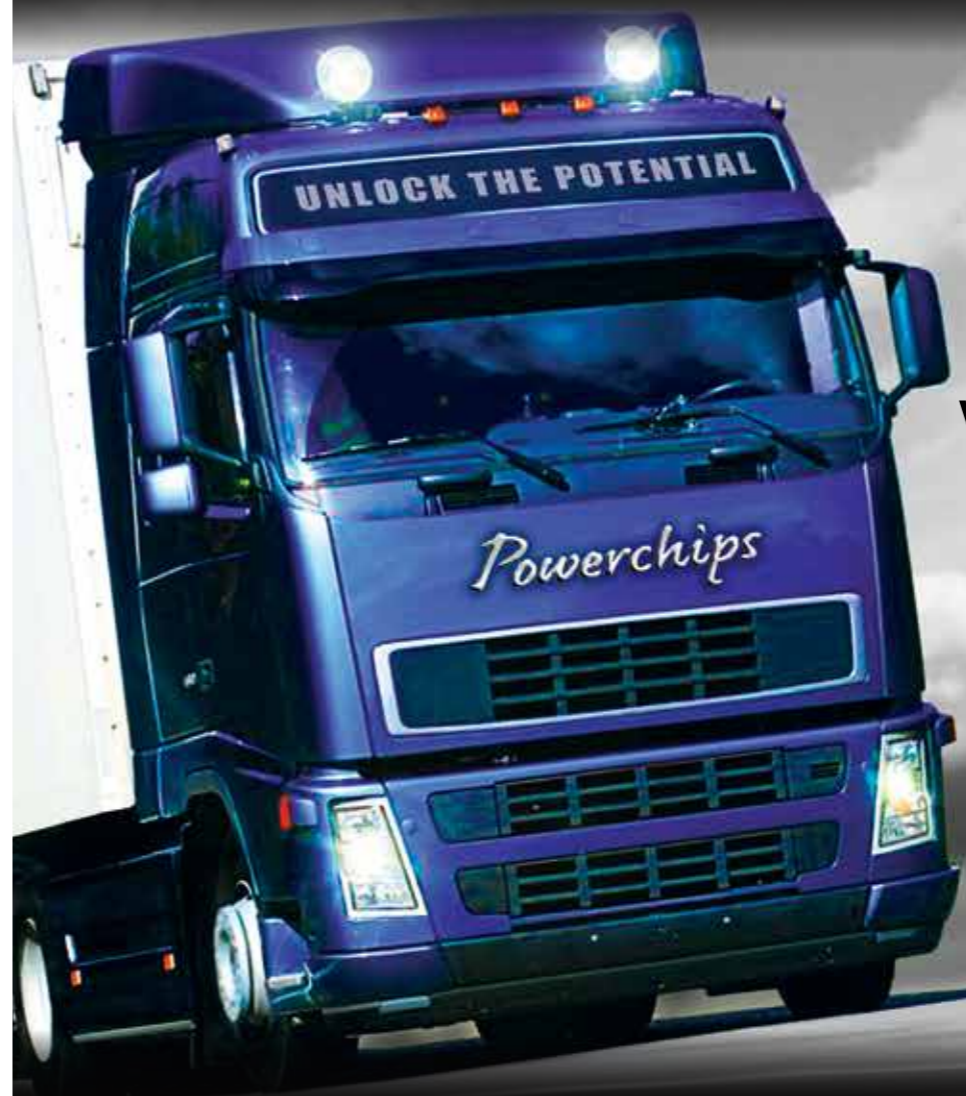
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CC Motorsports is the hobby and passion of Andrew Thorpe, owner of Cubicle Centre, a washroom cubicle manufacturer based in Dewsbury. CC Motorsports is the name for his collection of classic and historic racing cars. The stable includes representatives of such famous marques as Lotus, March and Brabham. Although suitably shiny and highly polished, they are not concours cars, kept purely for show. Andrew Thorpe actually races the classic cars he owns. Of course, he could only opt for one truck to haul his ex-McLaren race trailer. That's right, a new FH16-750, pictured here during a track testing day at Blyton Park, Lincolnshire. Anyone for a sub one minute lap time in a tractor unit?



INTERNATIONAL TRUCK OF THE YEAR 2014

NUFF SAID...



MC GROUP: LOOKING FOR NEW OPPORTUNITIES TO GROW THE BRAND



If you've operated or driven trucks in the south of England, there's a fair chance you would have heard of, or even used, the services of MC Group. With eight depots throughout the region – ranging from Blandford, Dorset in the south west to Witham in Essex over in the east, the company believes it has all bases covered when it comes to keeping Volvos on the road. MC Group was formed in

1987 after the acquisition of the first dealership at Maidstone. Since then, the company has continuously expanded, and now boasts eight depots in the south of the country, all meeting the needs of Volvo drivers. Whether it is new vehicles for purchase or hire, repairs, or maintenance, MC Group, with its strong family links across the generations, and a management team with a wealth of experience in the transport sector, is always happy to help.

As the company grew it was split into two divisions under the name MC Group, comprising of MC Truck and Bus and MC Rental. The latter covers the LCV market in addition to HGVs. Employing around 330 people, MC Group turns over around £70 million a year. This figure is achieved with the help of more than 1,500 vehicles on the rental fleet – 1,000 of which are Volvos. This gives MC Group one of the largest rental fleets in the country, and this is a position the company wants to maintain. Dave Hutchins, group sales director at MC Group, explains: "The business model at MC Group is unique to truck distributors

in the country because we've got a large rental business alongside our own truck distributorship. Other truck dealers have rental companies but I don't think there are any that have a vehicle fleet the size or diversity of ours." That rental fleet is growing, and Hutchins says he expects to see more additions soon, despite recent success on the truck sales side. "Because of the pending Euro 6 legislation, this year we've seen a lot of growth, and truck sales, in general, have been very good," he reveals. "It is difficult to say what the demand will be like next year, but we're predicting a slowdown in sales, which will hopefully mean more business on the rental side. I think we will be up to around 1,700 vehicles by the end of the year

across the range, and roughly 1,800 by this time next year." Once on the road, MC Group says it can tailor service packages and fleet management options to the customer's requirements. "We recognise that Volvo is a very important part of our business and where we need to, we will maintain other types of vehicles, such as trailers, and refuse vehicle bodies, so that we offer a one-stop-shop for Volvo drivers," reveals Hutchins.

"The Volvo Service Point Online gives customers a good level of service because the service sheets are instant, and range from a pay-as-you-go service plan, to the Volvo Blue contract, which is a fixed monthly fee for servicing, up to Volvo Gold contracts, for full maintenance, up to contract hire as well," he explains. Specific to the MC Group network, three of the company's facilities are



24-hour, and across the board, they offer tachograph maintenance, air-conditioning units servicing, and windscreen repairs all on-site. The company also sells and promotes Volvo's Roadcrew, which relates to non-Volvo parts and helps non-Volvo truck drivers. Hutchins says that throughout the group, the sites have been quite successful in servicing non-Volvo trucks and subsequently converting the operator to Volvo products as a result. Parts deliveries take place twice a day at every MC Group depot, with 50% of the

sites home to MOT test lanes, enhancing the level of service given to the customer and increasing their uptime. Authorised Testing Facilities (ATFs) have also proved popular in the group, and there are now four such MC Group facilities, in Southampton, Burgess Hill, Maidstone and Hythe. "We are constantly looking at locations, and have often taken over, and run, other customer's workshops," explains Hutchins. The goal, going forward, is to be the number one provider of commercial vehicles and associated services throughout the south of England, something that Hutchins believes is very possible. The hard part, he admits, is staying



there when you reach that point. "We are aware of the challenge that this presents, but Volvo's new product range gives us a boost, with a whole new set of vehicles to offer our customers." He adds that the whole group is working towards this goal, and references being awarded Dealer of the Year at the Motor Transport 2012 awards as evidence that all the hard work is paying off. He also maintains that staff retention is an important factor in what he describes as a people industry. He reveals that over 50% of the company's staff have given 10 years of service, which, he claims is quite an achievement, and testament to the environment that is created at each of the company's sites.



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By Matthew Eisenegger

USED VOLVO VALUE: IT'S A DEAL!

Whether you are an owner driver, a fleet buyer or a new start-up transport company, you have a much wider range of funding options nowadays than have ever been available in the past.



Whether you are an owner driver, a fleet buyer or a new start-up transport company, you have a much wider range of funding options nowadays than have ever been available in the past.

A few years ago, the choices were much more limited. Things were pretty straightforward. You paid your deposit, often in the form of a part exchange, took out a hire purchase agreement, paid for it over three, four or five years and at the end of the term you owned the truck.

Today, buying a truck could involve an operating lease or contract hire type arrangement in which you effectively rent the vehicle for an agreed

period, hand it back at the end of the term and then, if that is your choice, start a new contract with another one truck. This type of funding arrangement suits many types of operation – its main advantage being that the goods do not appear in your accounts as assets and are therefore ‘off balance sheet’ for accounting purposes. But what if you need assets? For many owner-drivers and small to medium sized businesses, assets help strengthen the balance sheet. They also provide a part exchange that can be offered as your deposit on a new truck. And if you are a new starter, you are more likely to go down the used vehicle

route simply because you can't afford a new truck or are finding it difficult to arrange funding.

If you decide on a used vehicle you then have the problem of selecting the right truck for the job. But what happens if your used truck breaks down and you cannot afford the repair bills? If you're buying used, you need to be assured that, if something does go wrong, you will not be left high and dry. If buying used, there are of course a lot more risks attached than buying new. The major consideration is: who had it before and how well was it maintained?

If the used truck you buy has a proven service history, ideally it will have come off a full

bullets repair and maintenance contract with a major fleet, then hopefully the risks will be reduced. But remember – the less the risk, the more the screen sticker price for the truck. Or so you would think! The used team at Volvo Trucks have just put a package together based around a significant number of FH 460s that have come to end of their contracts with two wellknown high profile fleets. The vehicles are all FH 460 13-litre models and come with the Globetrotter XL cab finished in white but there are a few in other colours. A number also having the equipment to power walking floor trailers and tipper PTO'S. All are registered in 2010

and have covered between 400,000 and 600,000 Kms and all have been maintained by Volvo from new. The offer is simple – the trucks will have all gone through a full safety inspection, with all significant cosmetic damage repaired, the tyres will have no less than 5mm of tread remaining and will of course be fully valeted. But, the potential cost savings come with the superb package of operational extras thrown in, 12-month driveline warranty backed by Volvo, 12 months road fund licence, 12-month compliance package that includes all PMIs (Preventative Maintenance Inspections) and pre MOT inspection as well as the

annual MOT fee. To top it off, at the time of going to press, the buyer will drive away with a tank full of fuel. The finance package costs £3,995 + the VAT deposit then a 36-month HP agreement that has a weekly equivalent of £250 per week, with the funding provided by VFS (Volvo Financial Services). Like all finance deals, they are subject to approval. At the end of the term, the vehicle is yours – no balloon payments, no hidden extras. Of course if you have a part exchange or want to put more cash down, then these considerations can be factored into the package. So, how good are the trucks on offer? At a recent Ride &

Drive event, the VTD team took the opportunity to have a closer look at one of the vehicles on offer. It was an FH 460 with the Globetrotter XL cab. This one had covered just under 420,000 kms and was first registered in 2010. The interior condition was very good, with all switch blanks intact and no significant damage to the dash. The cab floor looked like new and with the exception of a little wear on the driver's seat, all was in top-notch order. The outside also looked spotless. The used team explained that the bottom half of the cab had had a full repaint to remove the previous owner's unmistakable red paintwork.

The cab corners and lights were in perfect condition, as were the side skirts, tyres and sliding fifth wheel. Whenever looking at used vehicles, it is vitally important that any prospective buyer weighs up the pros and the cons and tries eliminate as much of the risk as possible. Look at the truck history and find out how it has been maintained and by whom. The offer Volvo has on the table would appear to take all that risk away. Another important point is that these vehicles are available from stock so there is no undue waiting time. The best thing to do is to find out for yourself and call the sales team.

Drivers can prove it wasn't their fault

'Slamons' are **technically-arranged accidents** by fraudsters against an **innocent third party**, all to claim **injury compensation** from the driver who has been **'stitched up' in the accident!**

Truck drivers make the ideal target for fraudsters as they are more likely to be insured and the fact that as trucks are heavy, they are more likely to cause damage.

So, what is out there in the market to help you prove your innocence? VTD Magazine had a look at the accessory market and we've come up with a sensible solution to help protect drivers and to help prove in the event of a slam-on that that the accident was a set-up. Available through Vision UK, the DVR 100 was developed in response to the increasing demand from Health & Safety, Fleet Management and Insurance companies for a low-cost means of recording evidence of vehicle accidents, incidents and assaults on drivers.

DVR 100 is a small forward-facing camera that is mounted on the inside of the vehicle's windscreen by a heavy duty adjustable mount.

Power is taken either from either the 12v power supply or using 24v adaptor for heavy trucks and is hard-wired into the vehicle wiring harness. And that is it. When active, the camera captures all eventualities in front of the vehicle and commits them to 16GB memory card. However it doesn't end there. All recorded images are date-stamped so there can be no argument about when the accident occurred. The DVR100 has also an adjustable 'G' sensor that detects harsh acceleration and importantly harsh braking in line with a front-end impact and commit these incident images to the hard drive of the system.



Prices start from £149

Within the kit you get the DVR100 Camera, power cable, set-up instructions.



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BOOK REVIEW

Author Patrick Dyer pictured with his latest tome while on a recent Steel Boys visit to Volvo Trucks HQ in Warwick.

Volvo's John Comer interviews well known transport author Patrick W Dyer about his latest book: Volvo F10 & F12 1977-83. The book, which is available in hardback and is published by Old Pond, is illustrated with over 200 photographs sourced from the Volvo archives and enthusiasts from across the UK.

JC: Where does the passion for trucks come from?

PD: To be honest I don't really know, but it's always been there from as early as I can remember. Trucks were my favourite toys from the outset and only a little later I satisfied my curiosity in them with the Ladybird book of Commercial Vehicles, which featured an FB88 as it happens. There was no family connection to trucks or haulage and we lived in a small Market Town with no major through roads, but my dad did serve with the Royal Artillery in North Africa and Italy during the war, which inevitably brought him into contact with trucks and I know for a fact that he drove a Matador gun tractor so maybe something filtered through the DNA.

JC: Why Volvo in particular?

PD: Well, things got really exciting for me in 1976 when one of my older sisters met a long distance lorry driver; I was eight and immediately bestowed hero status on him. Terry drove for a small family firm from Somerset with less than twenty trucks, RT Keedwell and was frequenting our corner of Essex that year as there was a shortage of hay in the west. When Terry began to drive an F88 290 I was immediately smitten by it. Everything about it seemed right to me, I loved the way it looked, smelt and sounded. I loved the cosy brown interior, the array of warning lights, which seemed like NASA Mission Control to me at the time, and the commanding position it provided over other traffic. I have many happy memories of the trips that I had in that F88, from passing under the Clifton suspension bridge to hiding under the seat as we entered the Sugar Beet plant at Bury-St-Edmunds, from brewing tea in the cab to

watching aspiring Grand Prix drivers unloading timber from her with side-lift forklifts, from cold early morning starts to snug nights spent across the seats – she only had a single bunk. By now it was the late 1970s and, although besotted with the F88, I was starting to notice another handsome truck bearing the same manufacturer's name. This new comer was the F10/12 range and it was the first truck on which I obtained a brochure. Quite how many hours I pored over it is hard to say, especially as I still do to this day, but I was in awe of this range and couldn't believe how a functional machine of work could look so good and have such a luxurious interior, it was better than most cars in the latter respect. Much later Volvo trucks were to prove significant to me once again when I passed Class 1 in Ipswich at the helm of an FH12 6x2.

JC: Why the books?

PD: While reading a magazine article, I was horrified to see an F88 misidentified as an F89. It was at that point that I decided I would have to write a book on the subject myself so that I could outline the history and the differences of the types. Of course, I was also interested in other trucks and confidently told my first publisher that there could be more, partly to swing the deal, and thus a series was born. I plan to write as long as I have a passion for the subject matter.

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Terms & Conditions: Not suitable for children under 14 years of age. The winner will be notified within 30 days of the closing date either by letter, telephone or email. All entrants will be placed in a hat and selected at random by a third party. No money alternative will be offered. The winner's name and county will be displayed in the next issue of CV Driver Magazine.

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case study



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